RAILROAD

Now Monthly

MAGAZINE 50¢

DECEMBER, 1964

THE MIGHTY 2-10-4 LOCOMOTIVES

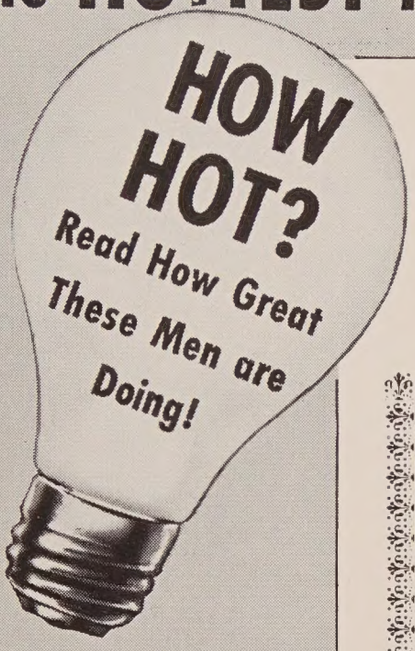
by Bert Pennypacker

THOSE HARVEY GIRLS

The story of Santa Fe depot waitresses who helped to civilize the Old West

BY PATRICE SMART

Just a Few Months NEW—and Already One of the HOTTEST Money-Makers in Direct Selling!



The MERLITE Longer-Life Light Bulb

The Only Light Bulb in the World Backed by this SENSATIONAL GUARANTEE:

ONCE YOU BUY MERLITE LIGHT BULBS—YOU NEVER HAVE TO BUY BULBS AGAIN—*NEVER!*

Averages $8.20 Per Hour in Spare Time!

"These guaranteed Merlite Bulbs surely sell. I have averaged $8.20 per hour for the time I have spent with them. That makes a nice income and wish I could give full time to the job."
L. C. Benedict, Virginia

Sold 178 Bulbs in First Afternoon

"This is an absolute fact and we are really pleased with this deal. The first afternoon I sold 178 Merlite Bulbs. I have a saleslady, and the first hour she worked she sold 29 bulbs. We are very much pleased with the reception we get from the customer. Enclosed you will find check for 10 display units. Please ship this order at once."
W. E. Foust, Arkansas

Man Averages $12.00 an Hour Part Time

"The Merlite Longer-Life Light Bulb is the answer to the direct salesman's prayers. It is fantastically easy to sell to housewives and home owners. They welcome you with open arms. Also have been very successful in placing displays in stores. I could place at least 6 displays weekly, and I am only working part time. I figure for every hour spent in selling the Merlite Longer-Life Bulb, I have averaged $12.00 an hour."
Philip E. Smith, Maine

Makes $25.64 in 3 Minutes Without Showing a Sample!

"When I first got your literature, and before I ordered any Bulbs, I mentioned the Guarantee to a furniture store owner, and he said 'Send me 2 dozen 150-Watt Bulbs.' Without even showing a sample or literature, I made $11.42 in 3 minutes. Later in the day, I mentioned the Bulbs to another man, and he ordered 1½ cases. Again $25.64 profit in less than 3 minutes. In my next call I sold another ½ case!"
Woodrow Baker, Oklahoma

Daring NO-TIME-LIMIT Free Replacement GUARANTEE Does ALL of the Selling FOR YOU!

It's amazing—how once in a blue moon a product comes along that actually fulfills all the big money-making promises made for it. It's fantastic—*14 words* are making it easy for men everywhere to make a "small fortune"—as much as $1,000 and more in a month, spare time or full time! Yes, the MERLITE LIGHT BULB is a dream deal! And it's simple to see why. When you can say the 14 magic words: "ONCE YOU BUY MERLITE LIGHT BULBS, YOU NEVER HAVE TO BUY BULBS AGAIN—NEVER"—no wonder you turn a big sale on the spot almost everytime. You need no fancy song and dance, no time-consuming demonstration, no fast-pitch sales talk. Because almost everyone jumps at the chance to buy Merlite Light Bulbs when they're offered an iron-clad guarantee (packed with each bulb) that *ends future light bulb bills forever;* a guarantee that unconditionally offers to replace FREE any burned-out Merlite Bulb, no matter when they burn out—in 5 years, 10 years—with no time limit; a guarantee that applies to any Merlite Bulbs purchased or replaced!

Every home needs at least 12 to 24 Merlite Light Bulbs to replace old-fashioned short-life non-guaranteed bulbs in ceiling fixtures and lamps in every room. You make up to 120% profit on cost, can easily make $50.00 profit for just a few orders a day in spare time. Merlite men are making this much and more—right now!

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We supply you with Self-Selling Displays at no cost. Place them in any kind of store. You do no selling, just collect big repeat profits by restocking Merlite Bulbs once a week or so. Get in on this most fabulous money-maker of the age! Rush coupon to get complete details—FREE!

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Money-Making Details and "No-Risk Offer" that Lets You Prove to Yourself that Merlite Bulbs Bring the Hottest Money-Making Opportunity in Years!

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Al's got himself lost in his job.

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1. Wrote to I.C.S. for their three famous career books.
2. Enrolled for an I.C.S. job-related course.
3. Started to apply—on the spot—what he was learning.

The others began to say, "Ask Tom, he knows." The supervisor began to take notice. The boss began to receive reports on Tom's progress. *And Tom began to move!*

It's a fact worth remembering: An I.C.S. student always stands out!

P.S.—You'll find men like Al everywhere—griping, hoping, waiting—reading this and skipping on. But forward-looking fellows like Tom will take time to investigate, will mark and mail the coupon and get the three valuable career books free. They're men of action. And a few short months from now, you'll see them start to move!

Clip coupon here—and take your first big step to real success! **I.C.S., Scranton, Penna. 18515**

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The Magazine of Adventurous Railroading—Founded 1906

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ILLUSTRATED FEATURES

Those Harvey Girls ..... Patrice Smart 13
Photographs of the Month 17
The Mighty 2-10-4 ..... Bert Pennypacker 20
Interesting Railfans No. 24: Jack Pontin 29

FICTION

Jacob's Ladder ..... Edmund Pugsley 42

SHORT HAULS

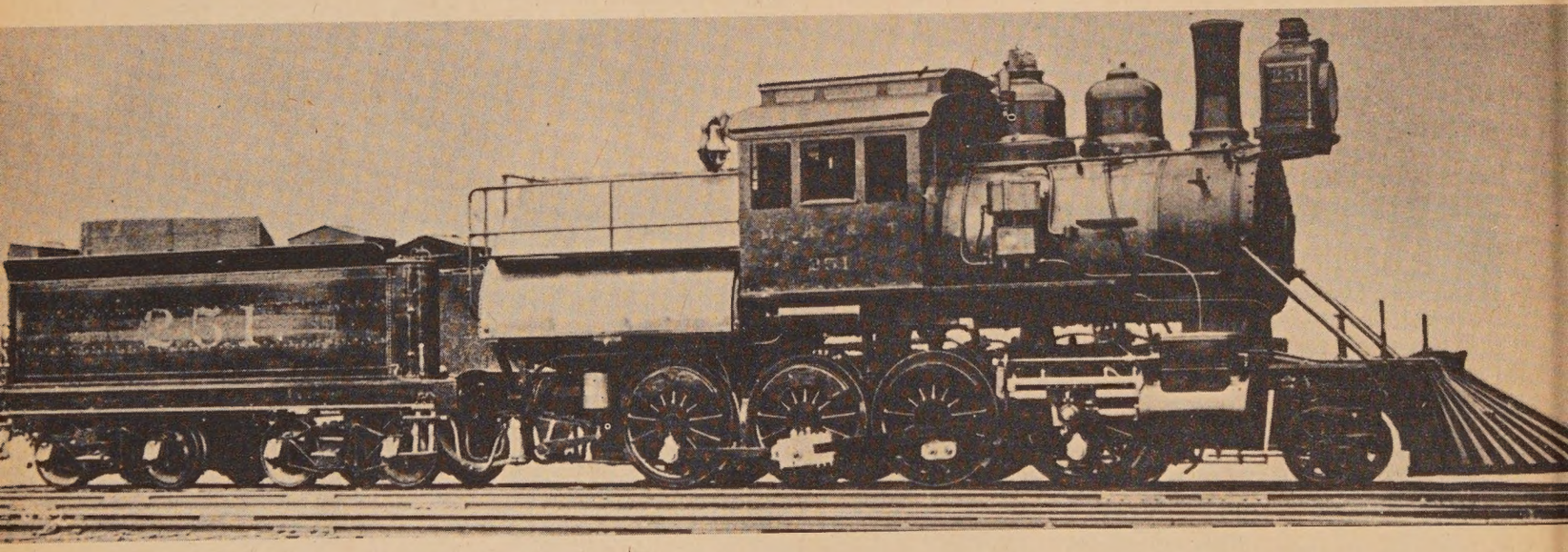
Rosters of Florida Shortlines ..... Sy Reich 32
Along the Iron Pike *(pictorial)* ..... Joe Easley 33
I Remember Jim Root ..... Albert N. Swain 37
Louisville & Nashville Roster ..... Sy Reich 50
The NRHS Convention ..... Arthur T. Knowles 57

DEPARTMENTS

The Mail Car 6
Books of the Rails 34
Transit Topics 38
Information Booth 52
Railroad Hobby Club 58
The Switch List 64

Several readers in the Southwest have asked us to publish a picture of a Katy Camelback. This one was built by Baldwin Locomotive Works in 1895.

Collection of H. K. Vollrath, 7239 Village Dr., Prairie Village, Kan.



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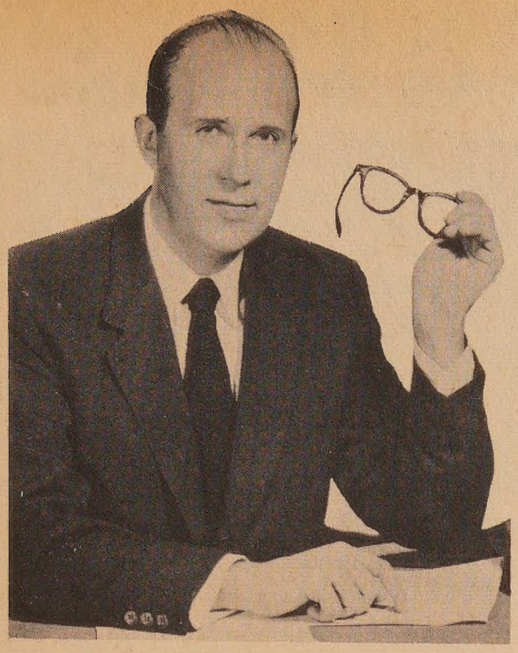

Don Bolander says: "Now you can learn to speak and write like a college graduate."

Is Your English Holding You Back?

"Do you avoid the use of certain words even though you know perfectly well what they mean? Have you ever been embarrassed in front of friends or the people you work with, because you pronounced a word incorrectly? Are you sometimes unsure of yourself in a conversation with new acquaintances? Do you have difficulty writing a good letter or putting your true thoughts down on paper?

"If so, then you're a victim of *crippled English,*" says Don Bolander, Director of Career Institute. "Crippled English is a handicap suffered by countless numbers of intelligent, adult men and women. Quite often they are held back in their jobs and their social lives because of their English. And yet, for one reason or another, it is impossible for these people to go back to school."

Is there any way, without going back to school, to overcome this handicap? Don Bolander says, "Yes!" With degrees from the University of Chicago and Northwestern University, Bolander is an authority on adult education. During the past eight years he has helped thousands of men and women stop making mistakes in English, increase their vocabularies, improve their writing, and become interesting conversationalists *right in their own homes.*

BOLANDER TELLS HOW IT CAN BE DONE

During a recent interview, Bolander said, "You don't have to go back to school in order to speak and write like a college graduate. You can gain the ability quickly and easily in the privacy of your own home through the Career Institute Method." In his answers to the following questions, Bolander tells how it can be done.

Question *What is so important about a person's ability to speak and write?*

Answer People judge you by the way you speak and write. Poor English weakens your self-confidence — handicaps you in your dealings with other people. Good English is absolutely necessary for getting ahead in business and social life. You can't express your ideas fully or reveal your true personality without a sure command of good English.

Question *What do you mean by a "command of English"?*

Answer A command of English means you can express yourself clearly and easily without fear of embarrassment or making mistakes. It means you can write well, carry on a good conversation — also read rapidly and remember what you read. Good English can help you throw off self-doubts that may be holding you back.

Question *But isn't it necessary for a person to go to school in order to gain a command of good English?*

Answer No, not any more. You can gain the ability to speak and write like a college graduate right in your own home — in only a few minutes each day.

Question *Is this something new?*

Answer Career Institute of Chicago has been helping people for many years. The Career Institute Method quickly shows you how to stop making embarrassing mistakes, enlarge your vocabulary, develop your writing ability, discover the "secrets" of interesting conversation.

Question *Does it really work?*

Answer Yes, beyond question. In my files there are thousands of letters, case histories and testimonials from people who have used the Career Institute Method to achieve amazing success in their business and personal lives.

Question *Who are some of these people?*

Answer Almost anyone you can think of. The Career Institute Method is used by men and women of all ages. Some have attended college, others high school, and others only grade school. The method is used by business men and women, typists and secretaries, teachers, industrial workers, clerks, ministers and public speakers, housewives, sales people, accountants, foremen, writers, foreign-born citizens, government and military personnel, retired people, and many others.

Question *How long does it take for a person to gain the ability to speak and write like a college graduate, using the Career Institute Method?*

Answer In some cases people take only a few weeks to gain a command of good English. Others take longer. It is up to you to set your own pace. In as little time as 15 minutes a day, you will see quick results.

Question *How may a person find out more about the Career Institute Method?*

Answer I will gladly mail a free 32-page booklet to anyone who is interested.

MAIL COUPON FOR FREE BOOKLET

If you would like a free copy of the 32-page booklet, How to Gain a Command of Good English, *just mail the coupon below. The booklet explains how the Career Institute Method works and how you can gain the ability to speak and write like a college graduate quickly and enjoyably at home. Send the coupon or a post card today. The booklet will be mailed to you promptly.*

DON BOLANDER, Career Institute, Dept. 3K, 30 East Adams, Chicago 3, Ill.

Please mail me a free copy of your 32-page booklet.

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D&RG employee tt reprint to Silverton, Santa Fe: 1919

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THE MAIL CAR
Where the editors and readers meet

COLOR-SHOT on our cover shows ATSF No. 5035, a 2-10-4 type leased to the Pennsy, crossing the Baltimore & Ohio tracks at Attica Junction, Ohio. The picture was made May 28, 1956, by Bob Collins, Erie-Lackawanna train dispatcher and member of the Railroad Enthusiasts, 436 Radcliffe St., Wyckoff, N.J. At one time the class including the 5035 represented the largest and most powerful freight locomotive purchased by the Santa Fe Railway on original order. •

MRS. LYNDON B. JOHNSON likes train travel. Beginning October 6th, she made a whistle-stop campaign tour of the South. As we go to press, the schedule of her special train called for a 1700-mile swing through eight states of the old Confederacy.

Never before has the wife of any Presidential candidate gone whistle-stopping without her husband. In 1960, Mr. Johnson, then a Vice Presidential candidate, made 60 stops in his campaign train between Washington and New Orleans. This year his wife took a more coastal route to the same point.

Mrs. Johnson should feel very much at home on her Southern tour. Born in Alabama, she was brought up in Texas near the Louisiana border and has property and many relatives in Alabama. In 1960, as the Johnson train rolled through the state whose Indian name means "Here we rest," she recognized and greeted no less than 18 "kissin' cousins" at wayside stops. This year she is making speeches from the rear platform at most of the stops, besides getting off the train to attend some political meetings.

The Democratic National Committee paid for both trips. Dewey Long, the White House transportation expert, who first handled whistle-stop arrangements for a White House occupant in 1936, set up Mrs. Johnson's itinerary over trackage which included many miles normally used for freight only. The train, 16 cars, with diesel power, has a hospitality car, two diners, a press car, and Pullmans to accommodate Mrs. Johnson herself, her guests, reporters, TV and radio commentators, etc. It burnished the rails of the RF&P, ACL, N&W, SAL, and L&N.

The whistle-stop tour was Mrs. Johnson's idea, according to her press secretary, Mrs. Elizabeth Carpenter. Thus another chapter was added to the long story of campaigning by rail which Abraham Lincoln started in 1860. •

BRIEFLY SPEAKING. Ordinary folk at Leighton Buzzard, England, raised a howl after stories were published that the British Railways altered train schedules so as to stop at that point only for an 82-year-old lord. The howl got results. The railways announced stops would be made for any commoners who wanted to get aboard.

New York Public Service Commission has granted permission to Livonia, Avon & Lakeville Railroad Corp. to begin operations as the 37th railroad in New York State and the first new line in nine years, reports Roger Arcara. The company has a 44-ton diesel and two old coaches and is looking for a steam loco.

Wilfred I. Hall, general manager of the Belfast & Moosehead Lake in Maine, recently completed an inspection tour of the 33-mile line, walking the entire distance. He wonders if the Santa Fe's general manager would care to duplicate his feat by walking the 12,886 miles of ATSF line.

Mrs. Lorraine Bedwell, who died recently in Los Angeles, was the widow of Harry Bedwell, possibly the greatest railroad fiction writer of all time, writes Bill Knapke, who knew them both.

"Norfolk & Western is trading in some of its earliest diesel units," reports Thomas Dressler, 2708 Ritchie St., Portsmouth, Ohio 45662. "These units are Alco class RS-3, numbered 300-307, bought between Oct. '55 and Jan. '56. They are being traded in on high-nose Alco Century 420's (200 hp)."

The Atlantic Coast Line reports that a lady, shocked at the vile language of a construction crew working just outside her home, complained to the company. The foreman, named Pat, was called on the carpet and asked to repeat exactly what had been said. Pat replied: "Me and Chuck was doing a job. I was up a ladder and accidentally let a hot rivet fall down Chuck's neck. He looked up and said: 'Really, Pat, you must be more careful.' "

Robert Thornton and Otis Rudolph are languishing in Western Penitentiary today because they stole about 45 miles of copper telegraph wire from an abandoned Erie-Lackawanna right-of-way between Lewis Run and Kinzua Bridge, Pa. The wire has a replacement value of $118,000; the men sold it for $3,500.

"Some maps in the *Official Guide* are sadly out of date," complains Albert I. Frank, P.O. Box 181, Richmond Hill 19, N.Y. "Completed lines

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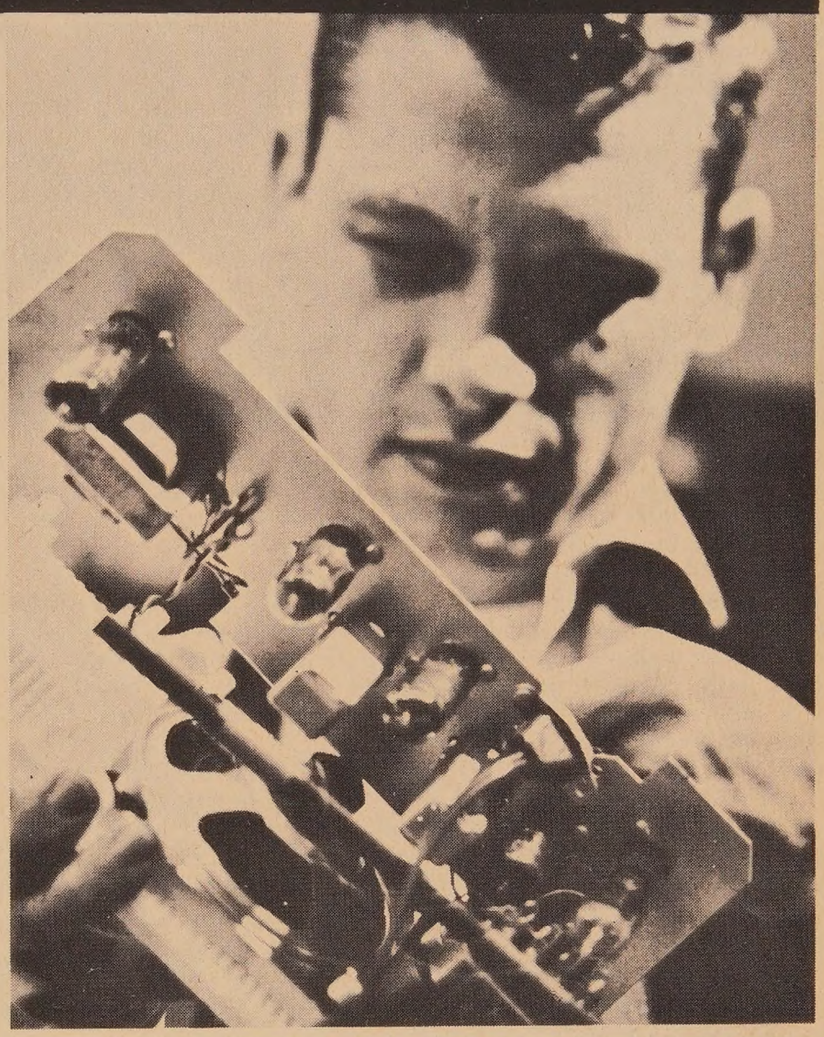

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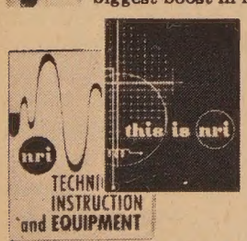
NRI Has Trained Thousands

EARL GROSS, Hanover, Ont., has spare-time Radio-TV service shop. Does work for four dealers. W. F. KLINE, Cincinnati, Ohio, went from factory laborer to his own business with sales of $158,000 in one year. F. W. COX, Hollywood, Calif., averaged $150 a month spare time while training, now has his own full time business. E. DUANE BITNER, Northfield, N.J., works on missiles. He says, "NRI training gave me the biggest boost in my life."



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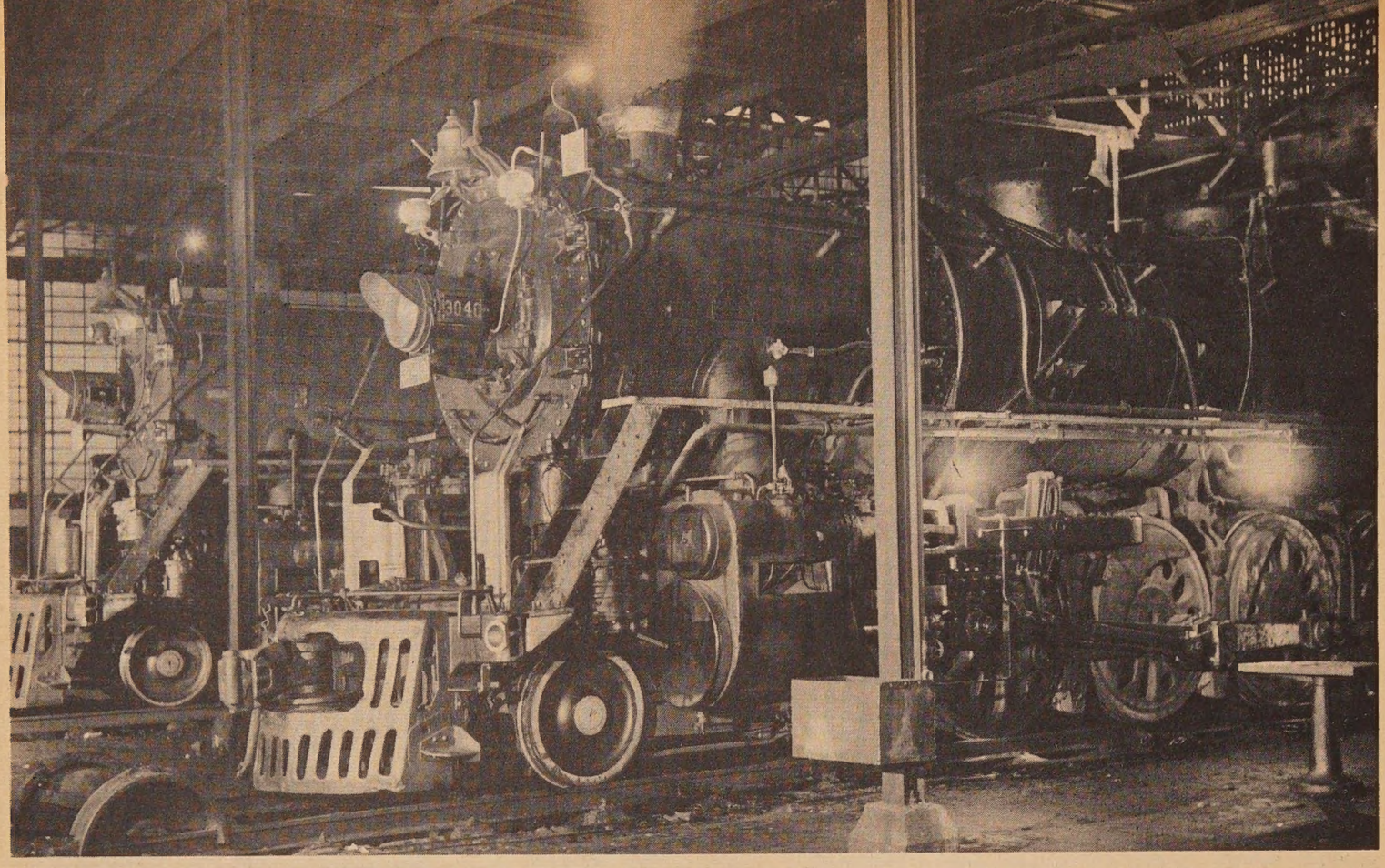

The last big steam roundhouse left in North America, the Valle de Mexico, with 32 stalls, will stop handling steam power in the very near future. These two engines, Nos. 3040 and 3056, both 4-8-4's, class Q-R-1, are getting up steam for night runs.
Michael A. Eagleson (Erie-Lackawanna operator), 286 Washington St., Glen Ridge, N.J.

are still shown in broken lines. Some abandoned lines have not been routed out. Some map company should prepare large, well-detailed maps of the U.S. and Canada showing only railroads and stations that still have passenger service."

Chicago & North Western has eliminated a commuter train stop at Ridgefield, Ill., because the only two passengers it picked up there regularly no longer show up.

Southern Region of British Railways is engaged in a mammoth research program to establish the travel patterns of its customers, reports Joseph Fox, Monomark BM/EXNS, London WC-1, England. Three-quarters of a million people are being asked which railway stations they use, times and frequency of journeys, how they travel to and from the stations, type of coach preferred, and (looking years ahead) how the opening of London's new subway line will affect them.

Baltimore & Ohio has placed aboard its *Capitol Limited* modern dictaphone equipment for business or professional men who wish to employ their travel time by dictating letters, reports, etc. This is the only train in the East, so far as we know, which provides such service.

The Chicago, Burlington & Quincy, pioneer in the use of diesel-electric motive power in main line service, has ordered six U25B 2,500-horsepower diesel-electrics from General Electric. •

EXPRESSING his belief that "it is the function of the regulatory body to protect the public from the carriers," Malcolm Patterson, 79-11 41st Ave., Elmhurst, N.Y., writes in the *Wall Street Journal*: "The Interstate Commerce Commission, as it functions today, appears solely interested in protecting motor carriers and barge lines from the public.

"Under its 'share-the-traffic' theory, the Commission, in the best Alice-in-Wonderland tradition, artificially diverts freight traffic from inherently lowcost railroads to inherently high-cost truck lines. Seldom are the privately-owned railroads permitted to reduce their rates below those of their Government-assisted rivals . . . the fact that the American consumer would benefit from reduced freight rates is quietly ignored.

"While the ICC stifles our railroads with red tape," Mr. Patterson concludes, "Japan completes a 150-mph super-railroad, West Germany prepares a fleet of 100 mph express trains; Canada permits railroads to operate air, highway and steamship subsidiaries; and Russia engages in a massive program of modernizing rail service." •

ABOUT 550 of the locomotives operated by the Queensland Government Railways are steam, the others being diesel-electric, according to a fireman on that system, Clive W. Plowes, 736 Waterworks Rd., The Gap W.5, Brisbane, Queensland, Australia. "Our longest track distance, 1,045 miles from Brisbane to Cairns, is covered daily by our crack train, *The Sunlander*, top speed 55 miles per hour. I have been getting *Railroad* for more than a year. It is the most interesting magazine I have ever read." •

AFTER being employed for less than a year in shops at the Lima Locomotive Works, C. H. Blackburn, now living at Palm City, Fla., (P.O. Box 42), decided that he wasn't cut out to build steam power.

"I worked part-time for my brother," he writes, "who was day operator-agent for the Cincinnati, Hamilton & Dayton at Criderville, Ohio. For lighting seven switch lights every day of the year, rain or shine, I was paid $2.50 per month. I became acquainted with every man on the division, had lanterns galore and plenty of signal oil for them, and rode any train I wished—in engine, coach, or caboose. That lasted for years, up until 1957, when I moved to Florida.

"Besides that, I followed a telegraph career. 'If you are going to be a brass pounder,' my brother said, 'learn the

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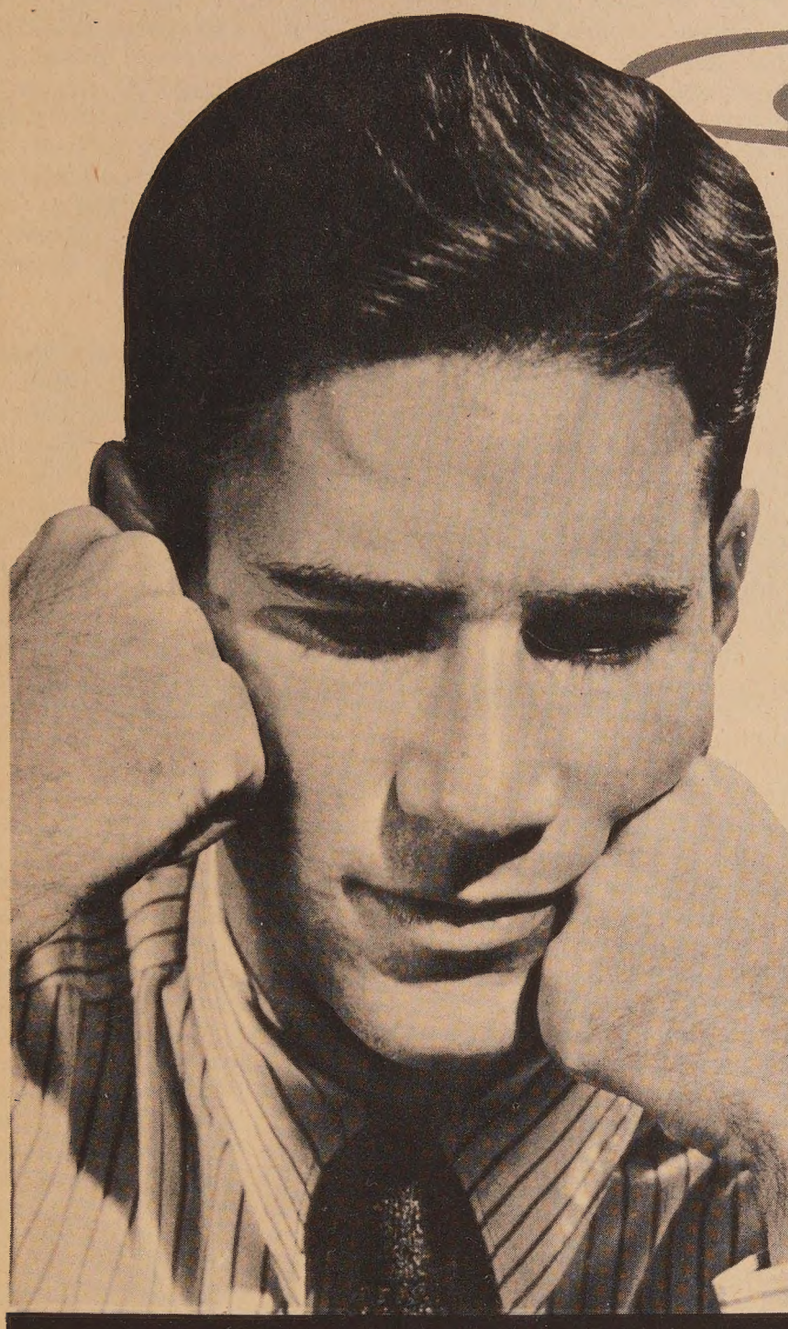

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whole trade so you can work any place,' and that is what I did. I would have become an engineman if my eyesight had been good enough." •

WINNER of first prize for children in an essay contest on "Why We Need Unions," sponsored by the Brotherhood of Locomotive Engineers, is hazel-green-eyed Maureen Sullivan, age 17, of 439 Cornell, Missoula, Mont. Maureen is proud of her father, F. J. Sullivan, a Northern Pacific engineer and secretary-treasurer of BLE Div. 262.

Maureen Sullivan

"My family tree is loaded with eight railroaders," she says, "including for a while my mother, all the way back to mother's grandfather, who was a section foreman. They worked in various capacities for the NP, the Milwaukee, and the Union Pacific. I had my first train ride when I was six weeks old. Father made his first pay trip as a fireman on his 18th birthday in 1942. His first run as an engineer was on a circus train in 1953. I was only about seven at the time. Visiting his cab, I was greatly concerned lest the lions and tigers break loose; but nothing like that happened. Today he is wheeling freight between Missoula and Helena."

Her high-school career was highlighted by serving as editor of her school paper and being a high-school-page reporter for *The Daily Missoulian*. She is now majoring in history and political science at Montana State University. "My plans for the future would be complete," she says, "if I could in some way be involved in the fantastic world of politics and if my name would appear on the cover of a novel. What I want most is to be an important part of something, to do something, and not just to sit back and watch someone else doing it."

Here are two excerpts from Maureen's prize essay. The paper is good enough to print in full, but as usual we are crowded for space.

"Like a father, the union is greatly concerned with the welfare of its charges. When one of its members is in trouble, it is the first to arrive with counsel and advice. When all of its members face disaster and suppression (i.e., the railroad rule changes) it steps forward and with a loud, clear voice and lets the world know that labor is a force to be reckoned with, not merely a pawn of management's chess game. Without this loud, clear voice, the welfare of the American worker would fall by the roadside."

"Now I should like to focus attention on one union, the Brotherhood of Locomotive Engineers. Since my father is a member of this union, it holds special importance to me. The union guarantees security and protection for me and for my family. Through its effective organization it has secured for my father fair wages, adequate health care provisions, retirement benefits, safe working conditions, and what is more important, the knowledge that his job will be there tomorrow and for all the tomorrows to come." •

WORNOUT crossties being burned on the Pennsylvania right-of-way recently sparked protests by Mayor Ralph West of Winchester, Ind., on the ground that such fires were a hazard and were barred by city ordinances.

The mayor said he would bill the Pennsy for services of local firemen in twice putting out fires which spread dense smoke over a wide area. He said: "I see no reason to burn ties in that manner; many people would be happy to have them for firewood."

A track crew was roused out of bed in the middle of the night by the mayor to help firemen extinguish the fires a second time. •

HOW many oldtime boomers remember Mother Dunne's boarding-house that stood on the west side of the tracks in Peoria, Ill., opposite Gipps Brewery? Those who do should get in touch with ex-boomer Claude Blount, 1115 E. 34th St., Kansas City 9, Mo.

Claude writes: "There were a dozen or more rail lines into Peoria before World War 1 when Mother Dunne was in business. I understand that no boomer was ever turned away hungry from her place, and she was so well acquainted with various railroad officials that a phone call from her could usually get you a job.

"I started railroading as a crew caller on the Chicago & North Western in 1915. I've also worked as roundhouse laborer, stationary fireman, telegrapher, and locomotive fireman. For about 20 years I fired steam locomotives.

"Here's a story you may have heard: A boomer was braking on the head end of a freight train when a rear-end collision occurred. Upon being questioned about the accident, he explained it as follows: 'We were pounding down the main about 60 miles per hours when we round a bend in the iron. I see a stack of red close by. I squeal at the pighead and he sounds a bugle and gives her the secret works, whereupon we all take the atmosphere.' " •

DIESEL units in the middle of L&N freight trains operate automatically with no crew—the first of their kind on any railroad! The engineer has complete control at all times but is not connected by wires, radio, radar, telepathy nor in any other way except that on the middle unit there is a "load sensor" or strain gage. This electronic, transistorized, computer gadget is located in the engine's nose and constantly measures drawbar tension exerted by the diesels on the front and by the cars trailing behind the center unit. The exact amount of additional power required is indicated instantly and transferred to the engine controls. After rigorous test runs, it was put into service last September 1st and is "now operating with exceptionally satisfactory results in one of our unitized coal trains." It was developed by L&N and General Railway Signal Co. •

STEWART HOLBROOK is dead. The author of 35 books, including *The Story of American Railroads* and *James J. Hill,* and contributor to many magazines, including ours, died last September 2nd in Portland, Ore., at age 71. Your editor, Freeman Hubbard, says he will never forget how they met on a warm September evening in 1945.

Stewart Holbrook

"My first book, *Railroad Avenue,* had just been published," Mr. Hubbard recalls. "Stewart Holbrook reviewed it for the *New York Herald Tribune,* giving it two-thirds of a page, and wanted to see me. So we had dinner together. Then we went to his hotel room and chewed the fat for hours, swapping experiences and getting better acquainted.

"Stewart said that *Railroad Avenue* impressed him so much that he wanted to do a railroad book himself. (He had already authored ten books.) I offered to give him some material which I had collected for my own book but which lack of time and space crowded out. He accepted quickly, and we drew up a rough outline for Holbrook's next book.

"Later I sent the material to his home in Portland, and additional stuff from time to time. When he finished the job, his publisher had me check the manuscript for accuracy and called me into conference to pick a title. We agreed on *The Story of American Railroads.* I supplied all the pictures which illustrate it. But the writing was entirely Holbrook's. I could never take credit for that. The book was a best-seller.

"Over the years, Stewart and I kept in touch by mail; and we'd meet again, sometimes with our wives, whenever he came East. He gave me many helpful tips during the seven-plus years (1946-'53) that I devoted solely to free-lance writing. In fact, he did much more for me than I ever did for him. That was Stewart Holbrook: brilliant, warm-hearted, and generous." •

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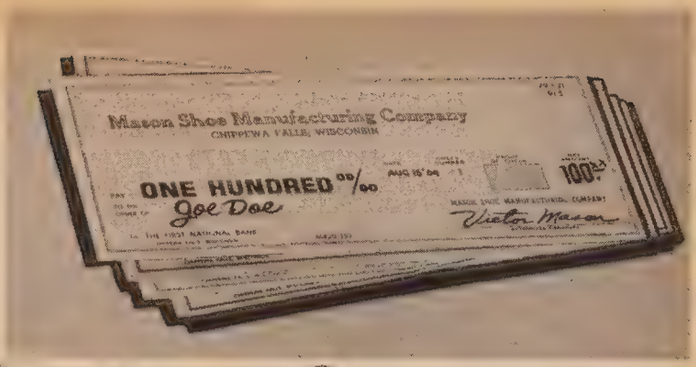

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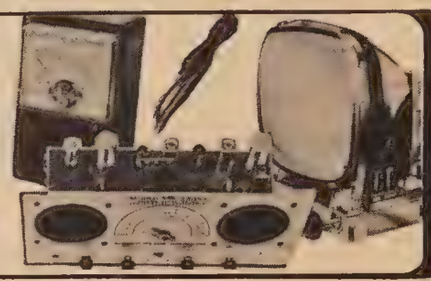

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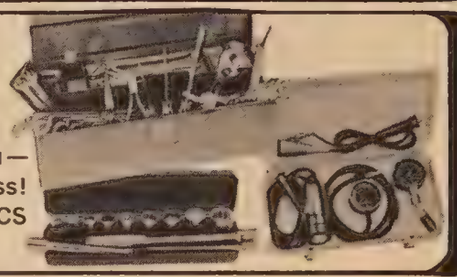

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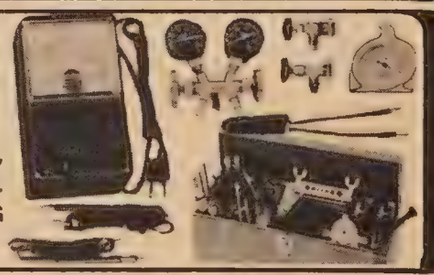

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Those Harvey GIRLS

by Patrice Smart

They were hired as waitresses on the Santa Fe Railway but many of them married boomers and helped to civilize the Old West and Southwest

All photos used in this article are from Santa Fe Railway.

THE BRAKEMAN went through the train, pencil and notebook in hand, bawling: "Huchinson! Hutchinson! Forty-five minutes for supper at the Harvey House. Dining-room six bits, lunch counter pay as you eat." He bent over each passenger and asked: "What'll it be, sir (or madame), dining-room or lunch counter?"

The train pulled into the old depot, its ten-wheeler belching gray clouds of smoke and its engine bell ringing. Travelers in the wooden-bodied coaches and rococco Pullmans saw and heard a boy standing on the station platform, pounding a brazen gong to attract their attention.

The excitement that followed, once witnessed, could never be forgotten. Scores of passengers rushed to the open vestibules in the rear and front and stood there waiting until the train screeched to a stop. They poured down the steps and rushed to the lunch counters and dining-room. The smiling Harvey girls, neatly uniformed in black dresses with white suspender-type aprons and spotless white collars, stood ready to serve them quickly and pleasantly. Coffee aroma filled the air.

No history of the Old West or Southwest would be complete without those Harvey girls who helped to civilize the desert country. Many a boomer, like Cliff Funkhouser, an old retired conductor, had good reason to remember the sympathetic and usually pretty waitresses who dished up food for him when he was hungry.

"Romance on the boomer trail?" Funkhouser writes. "On all sides, brother! Half the men who wandered about the States and Canada from one railroad job to another before World War 1 broke out were just big, lonely, love-starved fellows looking for romance, and when they found it they ceased to be rovers and they homesteaded.

"At some time in my life I have patronized every Harvey House on the Santa Fe system except the one at Clovis, New Mexico—I missed that one—so it was only natural that I should get personally acquainted with a few of their biscuit trundlers. The Harvey House was not only a good place to eat; it was also a Cupid of the Rails."

TURN back the calendar. In 1876 a young man working for the Burlington Railroad named Fred Harvey became disgusted with the food served at railroad stations. Those eating places, independently owned, were almost invariably dirty and unappetizing. The traveler in that era was wise to bring along a lunch basket or shoebox filled with sandwiches, hard-boiled eggs, fruit, and cake. His edibles might get stale on a long, hot, dusty train ride but probably wouldn't be poorly cooked, rancid, or otherwise unpalatable.

Fred was somewhat familiar with the food business—he had eaten too often at railroad hash houses—and he approached the Burlington management with a plan to improve the quality of food and service at its depot restaurants. The CB&Q wasn't interested. So he peddled his idea to the Atchison, Topeka & Santa Fe Railway, and this time the answer was yes.

Having saved a little money, the ambitious Fred bought out Peter Kline, who operated a greasy quick-lunch stand in the Santa Fe's depot at Topeka, Kansas, and turned it into the first of a long chain of clean, attractive, railside eateries that eventually dotted the West and Southwest. At some points he established moderate-priced hotels with restaurants instead of restaurants alone.

East of Kansas City the long-distance Santa Fe trains carried dining-cars in the consist but west of that point they made station stops for meals. Fred also set up an employment office in Chicago at 18th and Wentworth streets.

Old Santa Fe depot, Topeka, Kansas: the first Harvey "Dining Hall" was set up the left side of this wooden building.

This agency hired thousands of girls and shipped them out West to work for him.

"Don't get the idea that these waitresses were streetwalkers," says Funkhouser. "They were fine, wholesome girls, many of them well educated. They made livable the hell-holes that were Santa Fe division points long ago. They helped to tame the boomers. They became the wives of conductors, hoggers, brakemen, and so on—non-railroaders, too—and gave them an incentive to stick to the job and 'grow whiskers' (acquire seniority)."

While the food available at the counter was tasty, it was not always as fancy as that served in the dining-room. But complaints were few. The management boasted that it never used canned food nor cold storage eggs. Above all, no passenger was made to feel that he must gulp down a meal in a hurry or miss his train. No Harvey customer is known to missed a waiting train nor to have left the table or counter hungry.

The "biscuit trundlers" often held dances and amateur theatricals at every division point and the public was invited. In the early days, Fred Harvey himself might lead the grand march with his wife, Barbara, who was his partner in the restaurant business for many years, while the matron in charge of the place inspected the guests for neatness and sobriety. Railroad men attended the various social affairs.

"Those Harvey girls taught me all I know about dancing," Funkhouser recalls, "and many other ex-boomers could say the same. Of course, not every Harvey girl was sweet and innocent, human nature being what it is, but I was never lucky—or unlucky—enough to meet one who wasn't. All those I met were ladies in the best sense of the word."

IT DIDN'T take long for people far and wide to learn that the Santa Fe was the only railway on which you could get decent food and courteous service. Gentlemen passengers on the trains actually looked forward to the big moment when a gong would invite them into the depot restaurant. Only the vulgar referred to the meal stops as "silk drawers whistle stops." A popular ditty, written by a California passenger, J. C. Devore, ran as follows:

Harvey Houses, don't you savvy,
Clean across the old Mojavey
On the Santa Fe they've strung 'em
Like a string of Indian beads.
We all couldn't eat without 'em,
But the slickest things about 'em
Are the Harvey skirts that hustle up the feeds.

Laura White, who worked in those establishments before a Santa Fe wrecking engineer married her, is on record as saying: "The Harvey girl is not merely a waitress. She is, in a sense, the feminine counterpart of the Santa Fe man —a railroader at heart." Like many another girl, Laura was recruited by an advertisement which read: "Young women of good character, attractive and intelligent, 18 to 30 years of age, wanted, etc." They didn't need to be experienced but they had to be, as one brakeman put it, "respectable as hell."

But Laura hired out at age fourteen. With her hair on top of her head and her skirts down to her ankles, she looked like eighteen. Her first assignment was at Ash Fork, Arizona, where she soon learned that it wasn't unusual for one girl to serve full meals to sixteen people in twenty-five minutes.

"The lunch counter was spotless," she

recalls, "with a special air of brightness and freshness. There were colored patterned tiles and floors of shaded or designed cement. Every piece of metal or glassware glistened. None of the odor of stale food that you find in cheap hash houses.

"Harvey windows and doors at Ash Fork were open to the clean desert air. I will always remember the fragrance of their special brand of coffee, the wholesome smell of spicy ham sandwiches as the wax paper is removed, the steaming mounds of hashed browned potatoes, juicy sirloins, and the chicken *a la king*."

Laura recalls, too, the oversexed mashers who looked on the Harvey employees as prize victims because they were away from home and presumably unprotected. She told more than one village cutup: "If I had a brother or father nearby to punch your nose, you wouldn't dare to talk like that to me."

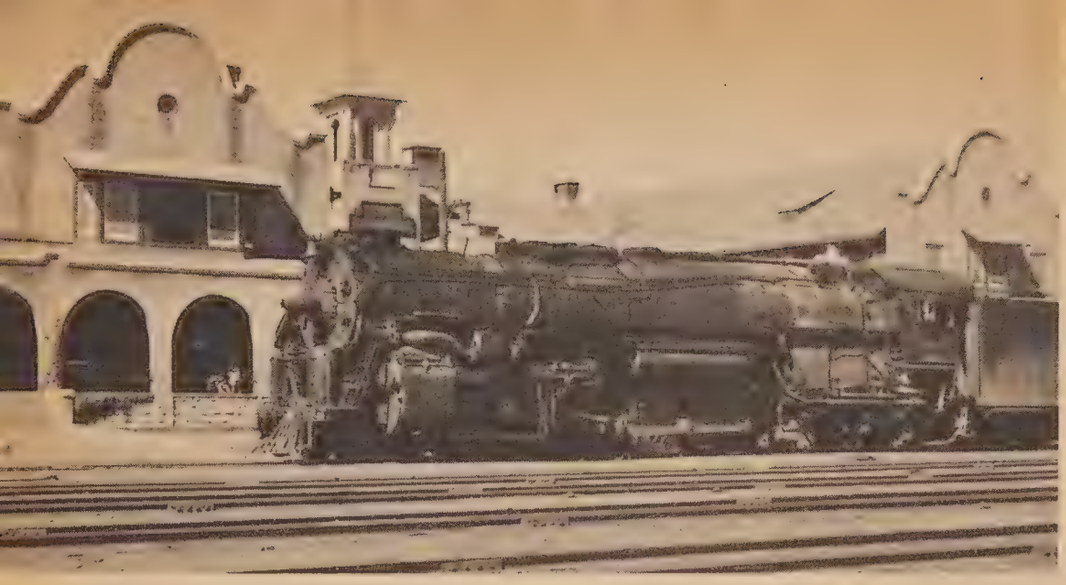
"I preferred to work at the counter rather than in the dining-room," she writes, "because it was less informal and you could say a few words to the customer if you wanted to. The dining-room patron seemed to sit in a shell of coolness, and the waitress was like another piece of furniture—until she made a mistake.

"One day I was carrying a gallon bottle of catsup when it slipped. Catsup went everywhere and I found myself sitting in a mess of it. While listening to the supervisor's jangle, I wiped the stuff off, picked up the broken glass, and went ahead with my work. On my way back to the icebox with a heavy three-gallon jar of olives, I stepped in a speck of catsup I had missed—and there I was, with olives rolling to the four corners of the kitchen. I can't remember what the supervisor said, but that evening I was transferred to Gallup, New Mexico."

THERE were strict rules of conduct for the Harvey girls: "We are all ladies here and as such should refrain from profanity," "Bed at 10 p.m.," "Keep out of trouble," "No romancing with customers," and so on. Each girl had to promise, when signing up, not to marry within a year. Congratulations were in order for those who got through their first twelve months without an engagement ring.

The male customers deposited their weapons in a basket placed on the lunch counter especially for that purpose. Above the basket hung a sign which said. "Gentlemen are requested

Waitresses of the 1890's, seen (above) at AT&SF Railway station in Syracuse, Kansas, were dressed more smartly than their predecessors of the 1880's, pictured (below) outside the Fred Harvey Hotel and lunch room in Wallace, Kansas.



AT&SF train pulled by 3777 (4-8-4) stops at Harvey House in Las Vegas, N.M.

Layout of Harvey lunchroom in old Dearborn Station, Chicago, with counter and stools on three sides, was typical of many other Harvey eating-places long ago.

to wear coats." Those who came in coatless could borrow black alpacas "on the house."

In all Harvey establishments the head waitress was known as the "wag-on boss" and she took no nonsense. It was she who taught the girls how to set tables properly. There must always be a fresh white table cloth, no frayed napkins, no nicked cups or saucers, no bent silverware, no broken toothpicks and, above all, no conversation while a train was waiting for its passengers.

At the outset of World War 1, numerous Harvey employees of both sexes joined the armed forces, leaving behind a badly depleted restaurant service. Thereupon scores of Harvey girls came out of retirement, donned the uniforms of waitresses, and helped to save the situation. "Talk about busy!" one of them writes. "Sometimes we fed as many as three troop specials a day, along with regular trains and the local trade. A waitress with two eight-seater tables, resetting twice each meal for three meals, could feed 96 of Uncle Sam's boys three times a day besides her regular train customers and the town trade. Sometimes each girl had to handle three or four long tables at a time. One day I had a total of four eight-seaters for three setups at one meal! My trays were so heavy that the cooks lifted them to my shoulder, for I was a youngster then, weighing only 110 pounds.

"By ten o'clock at night we all were walking in a daze. We'd climb the stairs and throw ourselves across the bed, clothes and all. But next morning, as usual, the callboy would wake us up real early. 'Four o'clock,' he'd cry. 'Five hundred Marines for breakfast this morning!' "

During the second World War the Harvey system had a total of 6,500 employees, both men and women, and could feed more than 6,000 passengers at a sitting. But even those expanded facilities were not enough. Many self-service restaurants had to be opened. Today the Harvey operations extend from Cleveland to the Pacific Coast, with the slogan "Over 3,000 miles of hospitality." It operates resorts, hotels, restaurants, retail shops, and news-stands as well as the supervision of dining-car service on long-distance trains of the Santa Fe Railway.

With the passage of years, death claimed Fred Harvey, his wife, and their two sons, Ford and Byron, who had carried on the Harvey tradition. Today's chain is headed by Byron's three sons. It still serves delicious meals but does not pretend to touch, in epicurean grandeur, the menus of long ago. Waitresses still work the counters and the dining-rooms in depots and track-side hotels along the old Santa Fe, and even in these modern times "boy meets girl" as he did on the boomer trail back in the days when all the world was young. •

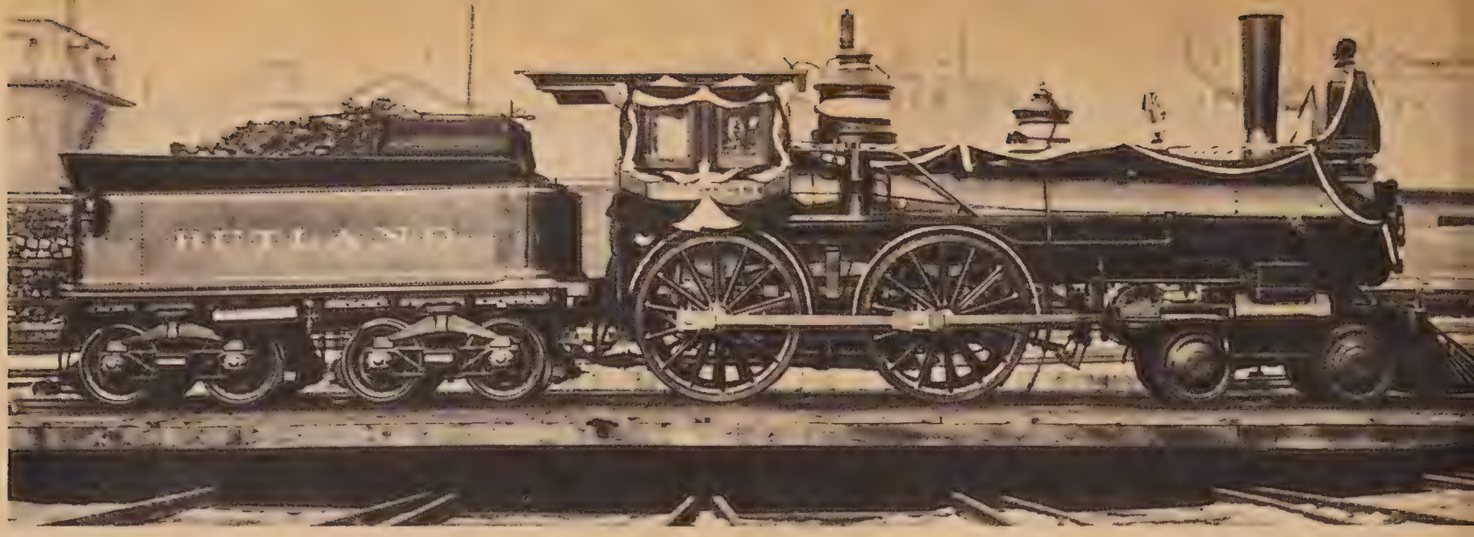
Drawn by Melanie Oslick, Lafayette Hill, Pa.

Photos of the Month

August 25, 1964: the first American-built diesel-hydraulic locomotive, which Alco turned out for the Southern Pacific, makes its maiden test run on the Delaware & Hudson from Mechanicville to Binghamton, N.Y. pictured near Tunnel, N.Y.
William S. Young, P.O. Box 88, Starrucca, Pa. 18462

Louisville & Nashville Railroad photo

Millions of people have seen this famous Civil War engine, the *General*, at the New York World's Fair since June first. She will stay where she is, outside the Better Living Center near a main gate, until the Fair ends next October. Right now, while the global show is closed for a few months, the ancient 4-4-0 is shielded from wintry blasts by a canvas hood.



The *J. Burdett* (Taunton, 1869) is on the O&LC turntable in Rutland, Vt., in 1896, bedecked to pull the funeral train of the master mechanic she was named for. (Below) Engines and rolling stock of the Buffalo Creek & Gauley lie under snow mantle in the road's yards at Dundon, W. Va., Dec. 31, 1963, the day after the last run to Widen.
From Jim Shaughnessy's book, The Rutland Road (reviewed on page 34)

William E. Warden, Jr., 1216 Shamrock Lane, Waynesboro, Va.

General Electric developed this new wind tunnel, 14 feet in diameter, to test radiator fans of locomotives.

More and more specialized types of freight cars are being built. This new giant-size covered hopper, PS-2CD, was manufactured by Pullman-Standard to replace boxcars in moving grain. Center discharge under "belly" aids unloading of 168,000 pounds of corn.
Don Erb, Santa Fe Railway

Patriotic scene. "Old Glory" shone from the Atlantic Coast Line's general office building in Jacksonville, Fla., last July 4th, creating a dramatic effect on the city's skyline. The effect was produced by star cutouts placed in some windows plus other carefully lighted and blacked-out windows. Motorists came from miles around to view the spectacle.
Gary Hunter, 2138 West Rd., Jacksonville 16, Fla.

The Mighty 2-10-4

by BERT PENNYPACKER

Bob Lorenz photo fram Al Staufer's book Pennsy Power

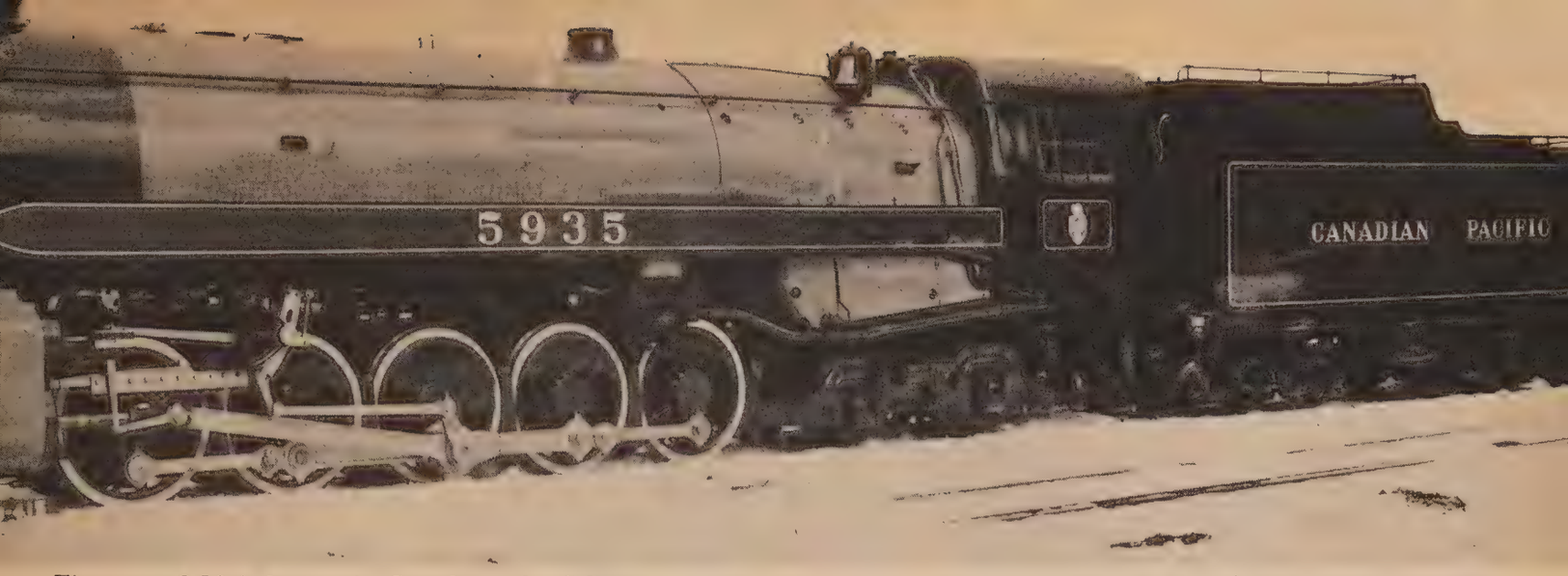
No. 6488, one of the Altoona-built Pennsy J-1's, being serviced at Harvey coal dock north of Marion, Ohio, on the Columbus-Sandusky line in summer of 1952.

SUPREME achievement of steam locomotive design on the Canadian Pacific was the Selkirk, 2-10-4 type, named for a mountain range in western Canada. Thirty-seven Selkirks were built between 1929 and 1949, being the largest steamers for length, weight, and power ever built and operated in the Dominion.

South of the Canadian border this mighty wheel arrangement bore the name Texas type, except on the Burlington, where the little-known term Colorado type was used. Altogether, more than 400 engines of this centipede-drivered setup burnished the high iron on eleven different roads in English-speaking North America. Besides the CP and CB&Q, those roads included the Santa Fe, Chesapeake & Ohio, Pennsylvania, Bessemer & Lake Erie, Central Vermont, Texas & Pacific, Chicago Great Western, Kansas City Southern, and Duluth, Missabe & Iron Range, a formidable line-up.

The Selkirks were designed by H. B. Bowen, who retired in 1949 as Canadian Pacific's chief of motive power. These 5900-series beauties included twenty in class T-1a, ten T-1b, six T-1c, and one T-4a. The short-lived T-4a, an experimental high-pressure (850 pounds) compound, No. 8000, was built at the company shops in 1931.

Culminating years of research, including tests with Mallets, the Selkirks were built especially for rugged service in the Canadian Rockies and at one time were the heaviest and most powerful locomotives in the British Empire. Each T weighed nearly half a million pounds, developed 5000 horsepower and boasted a starting tractive effort of nearly 90,000 pounds with booster. They could haul twelve mod-



The great 2-10-4, known in Canada as the Selkirk type, was the acme of steam locomotive design on the Canadian Pacific.
Canadian Pacific photograph

ern steel passenger cars weighing 1050 tons up the 2.2 percent grade — or 12,000 tons on level track.

Selkirks were the only dual-service 2-10-4's ever built and also the only ones in sleek streamline garb. They mastered CP's toughest operating district and could usually be found battling through the wild Canadian Rockies on the 262-mile run between Calgary, Alta., and Revelstoke, B.C. They climbed to a 3778-foot summit at Connaught Tunnel (Glacier, B.C.); but that was little more than a beginning, as the ascent through Kicking Horse Pass leveled off at Stephens, B.C., for a summit reading of 5332 feet above sea level.

From the time of their introduction, "Bowen's Babies" successfully moved freight and passenger trains like the transcontinental *Dominion* over stiff grades and through winter's towering snowdrifts. Their five pairs of 63-inch drivers bit into sanded rails as surefootedly as the hoofs of a mountain goat, and it wasn't uncommon to see a long freight piloted up and through the Spiral Tunnels by three locomotives, often two Selkirks and a 2-10-2.

Nearly all of these CP super-power plants were built by Montreal Locomotive Company. In addition to boosters, they were equipped with special forms of snowplows designed for use in winter, replacing conventional pilots.

Only dieselization ended their successful careers. The last one, oilburner No. 5935, had the dubious distinction of being the final 2-10-4 built anywhere and was also the last steamer of any type outshopped for a Canadian railway. Fortunately, she escaped the scrapman's torch. A diesel locomotive pulled her ignominiously for 2200 miles from Calgary to Dolson, Que., for installation as a showpiece in the museum now being built by the Canadian Railroad Historical Association.

THE 2-10-4 grew out of a demand for more power in a two-cylinder machine, and later improvements gave it more speed. "To achieve this you must increase steam-making ability," says John E. Martin, an Illinois Central hogger. "You need a larger grate area and additional firebox volume, which in turn necessitate a four-wheel trailing truck to carry the weight. The larger ashpan and wider air openings on the 2-10-4 provided plenty of fresh air for combustion in the firebox. While engine crews usually enjoyed comfortable riding qualities, Texas types presented track stress problems caused by ponderous machinery. Newer designs of lightweight machinery helped lick these troubles in later years.

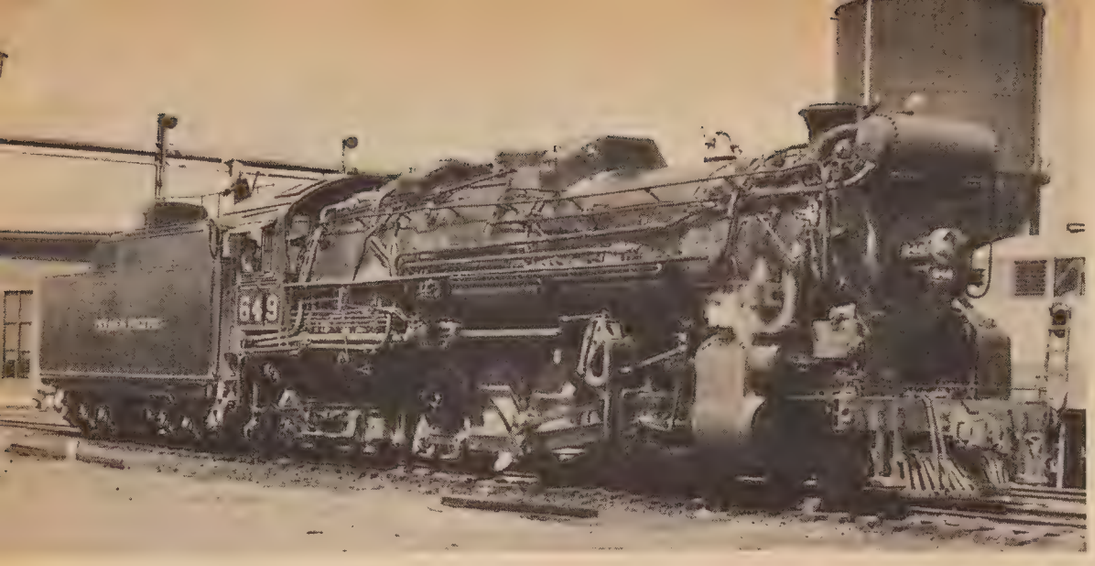
"A steam locomotive can give forth only as much power as her boiler supplies. The 2-10-4 boiler's super-power was due to tremendous increases in firebox volume, in heating surface, and especially in superheating surface. While tractive effort was about the same as Pennsy's 2-10-0's of 1916 vintage, the big improvement came in doubling of horsepower and ability to achieve faster speeds after the train is in motion."

As Mr. Martin puts it, the 2-10-4's high piston thrusts were distributed over two axles and four outside crankpins. The rear wheels were driven by a main-rod extension which connected directly to the rod itself by a steel bushing. This arrangement reduced stresses on the main crankpin and middle connection, which was important.

While even a casual observer could easily identify Texas types as heavy haulers, these engines had a variety of uses. On the Santa Fe, their rapid exhausts and madly whirling 74-inch drivers moved hotshot reefer blocks across the sun-baked New Mexico desert country at passenger train speed. On the Chesapeake & Ohio they trundled 160-car coal drags across the Buckeye State. On the Bessemer & Lake Erie the H-1 class hogs wheeled iron ore from Conneaut, Ohio, to Pittsburgh's blast furnaces. And on the Pennsylvania big J's played a dual role, lugging westbound tonnage out of Altoona and up the "Big Hill," canting to the graceful arc of Horseshoe Curve, but once over Gallitzin Summit the speed increased and they could easily make a mile a minute.

In 1925 the Lima Locomotive Works built the first group of 2-10-4's for the Texas & Pacific, which explains their name. T&P numbered its shiny powerful giants in the 600's. The road liked them so much that by 1929 it had seventy in service on merchandise runs, long oil tanker drags, and other ponderous trains east and west over the 863-mile route between Texarkana and El Paso. During World War II these engines were drafted to wheel heavy Pullman troop trains and military equipment.

Pounding through the red clay hills of eastern Texas and across the vast reaches of the western Texas plains, driving rods flashing and oil smoke streaming from their stacks, with throaty whistles moaning, they thrilled many an onlooker. But when diesels came in 1946, a steady procession of aged iron horses, including all but two of the proud Texas types, headed for the last roundhouse to be cut up with



The 2-10-4 was named the Texas type because the first ones were built for the Texas & Pacific, including 649, pictured above at the Fort Worth Shops, and 650, last of T&P's active 2-10-4's, shown being scrapped at Marshall, Texas.
Upper photo by R. S. Plummer, Sulphur Springs, Texas; lower pic by T&P

acetylene torches at the company's reclamation plant in Marshall, Texas. Building a 2-10-4 from blueprints to test run took more than 80,000 man-hours; dismantling her took about 48 hours.

The final active 2-10-4 on the Texas & Pacific, No. 650, made her farewell run August 12, 1951, with a long freight from Marshall to Fort Worth. The following March, the road retired its last steamer. Two 600's that had been saved became exhibition pieces at Texas Fair Park in Dallas and on the Will Rogers Memorial Grounds in Fort Worth.

However, there's a disgraceful postscript. The Dallas engine became a victim of vandalism and was damaged so badly that she had to be scrapped and replaced by a 4-8-2 obtained from the New York Central.

ANOTHER early user of 2-10-4's, the Burlington, bought eighteen of them from Baldwin in 1927-'29, primarily to haul 150-car coal drags on its Beardstown Division between Centralia and Galesburg, Ill., where favorable grades do not exceed 0.3 percent. They were numbered 6310-6327 and classified M-4. Huge square tenders with outside underframes dated their design. These largest of all Burlington engines were generally regarded as one of the few good-looking types on that road.

"One of their innovations," recalls C. E. Melker, who was the CB&Q's superintendent of motive power at the time, "was a tandem main rod. In other words, the first main pin directly connected to the main rod was connected to the third driver and the second main pin on the fourth driver, the theory being to distribute the enormous piston thrust between the two main pins. The great weight of reciprocating parts limited M-4's to comparatively slow speed drag service (a condition common to 2-10-4's built prior to 1930).

"Later, with the dwindling of our coal business, we redesigned and rebuilt these engines in our West Burlington (Iowa) Shops for main-line fast freight service between Denver, Colo., and Lincoln, Neb. We reduced the cylinder diameter from 31-inches to 28 and retained the stroke at 32 inches, discontinued the use of the second main pin, replaced all machinery with lightweight alloy parts, and cross-counter-balanced the drivers. We also equipped all wheel bearings, wrist pins, and the crossheads with roller bearings and installed lightweight hollow piston rods.

"The engines were then reclassified M-4a. Their use in high-speed freight work was an immediate success. They rode smoothly at sixty miles an hour without track damage and covered the eastbound run of 500 miles in about eleven hours. They were, without a doubt, the finest freight steamers produced in this country."

Incidentally, this Burlington rebuild typified mechanical changes made by several roads, to early designs of 2-10-4's, in order to alleviate track damage and speed them up. The first high-speed Texas type didn't appear until 1930, in the form of the Chesapeake & Ohio T-1, as we shall see shortly.

Getting back to the Burlington, after more than thirty years of faithful service (mostly on freight runs), the last operable M-4a, No. 6315, was assigned the unusual job of pulling a passenger special for the Illini Railroad Club on September 6, 1959, from Chicago to Galesburg, Ill., doubleheading with an 0-5a Northern type, No. 5632. Donald Wilson, who was aboard the train, tells us about it:

"Our eighteen-car special pulled out of Chicago Union Station with the 4-8-4 on the head end and stopped at Clyde Yard, where the 6315 backed on ahead of her. This doubleheading was just for publicity; one engine could have easily pulled the train. We made a 'speed run-through' photo stop, and camera shutters clicked as the two giants roared by at 60 mph with smoke

CB&O bought 18 Baldwin 2-10-4's, including No. 6318, in 1927-1929.

Violent exhaust blew off part of cinder collector from the front of Bessemer & Lake Erie No. 621
Bert Pennypacker

plumes blossoming from their stacks.

"But trouble lay in wait for us. About twenty miles east of Galesburg we stopped. An eccentric arm crankpin on the 6315's left side had snapped, crippling her. That ended her day of glory. The 5632 pushed her unhappily to Galesburg while also pulling the railfan train at a good 50 mph. It was the 6315's last run; she met the torch in June, 1963."

THE Burlington's Texas types served as prototypes for those of Bessemer & Lake Erie. But the latter, with Franklin boosters, had more power and were numbered 601-647. Alco and Baldwin built them between 1928 and '44. Their rigid wheelbase of 22 feet, 4 inches presented problems on curves, and where 13-degree bends occurred the track gage had to be widened to 4 feet, 9½ inches.

Paul Prescott of Conneaut, Ohio, who took pictures of some of them, writes: "As a U. S. Steel road, B&LE's principal traffic has always been iron ore. What a thrill it was to watch and photograph 100-car trains of ore, each weighing 13,000 tons, as they blasted out of Conneaut and up the one percent grade. One Texas type tugged for all she was worth on the head end while two more shoved mightily on the rear.

"In September of 1949, engine 621 had an experimental cinder collector installed on her front end to relieve fire hazards from showers of hot cinders. It consisted of a large pipe and cylinder arrangement leading from the stack and down to a storage hopper mounted on the pilot deck. She only made one trip up to Conneaut with this device when the heavy exhausts blew it right off the stack and into a

Paul W. Prescott, 139 McKinley Ave., Conneaut, Ohio

These two B&LE Texas types, 645 and 616, helped to trundle iron ore from Conneaut, Ohio, to Pittsburgh's blast furnaces.

Thirteen years ago at Fayette, Ind.: 2-10-4 No. 6461 is earning money for PRR.
Bob Collins, 636 Radcliffe St., Wyckoff, N.J.

trackside cornfield. That ended the experiment and General Manager Roy Beaver had it removed.

"The last 2-10-4 to run out of Conneaut left town November 26, 1952. On that sad day, engine 642 pushed an ore drag, headed by a four-unit diesel, to Albion, Pa. But in 1951 eighteen other Bessemer 2-10-4's had been given a five-year extension of life when sold to the Duluth Missabe & Iron Range, where they became Nos. 700-717. And that's not all, for B&LE has the 643 tucked away in the Greenville (Pa.) roundhouse today. She may be inspected by any serious railfan upon advance written request to the Chief Mechanical Officer's office."

It was the late Will W. Woodard, Lima's gifted vice president, engineering, who designed the first 2-8-4 and 2-10-4 types which the builder dubbed "super-power." His genius produced inventions such as the Franklin system of steam distribution, the Woodard throttle, and the boiler washout plug.

Presumably his initial 2-10-4 evolved from upgrading blueprints of smaller ten-coupled types like 2-10-0's or 2-10-2's After all, new Texas types were usually acquired to supplant the older Decapods and Santa Fes. But this logic proved untrue, for both the original 2-10-4's of 1925 and the improved version of 1930 claim direct ancestry to 2-8-4's.

Texas-type heritage goes back to a Michigan Central (New York Central System) experimental super-Mikado, No. 8000, designed by Woodard and built by Lima in 1922. This big class H-10 freight hog boasted 28x30-inch cylinders, 63-inch drivers, 200 pounds pressure, and a tractive effort (with booster) of 74,500 pounds. She proved to be a whopping success and the Central soon had 302 nearly identical engines on its roster.

Being a thorough man and not satisfied with momentary successes, Woodard bent over his drawing board and planned an upgraded H-10 which took the form of a new wheel type, the 2-8-4. The principal changes included a huge firebox, boosting grate area from 66.4 square feet (on the H-10) to 100 square feet, and increasing boiler pressure to 240 pounds. Until then, no locomotive had such a great steam-making capacity in relation to its size. A new era dawned. The accent was on drawbar horsepower rather than tractive effort.

Lima's experimental 2-8-4 No. 1 rolled from the erecting shop into bright Ohio sunlight in 1924. The men who worked on her were so proud of the new beauty that they called her "A-1," a designation that stuck and became the Boston & Albany's class for 55 engines acquired 1926-30. The type proved itself working over the Berkshire Hills between Boston and Albany, and therefore got the name Berkshire.

AFTER the H-10 and A-1 successes you could almost regard as an anticlimax Woodard's first 2-10-4, which Lima built for the Texas & Pacific. All three types had striking similarity from pilot beam to backhead. The new T&P power simply represented an enlarged version of the A-1 with 29x32-inch cylinders and other dimensions (except drivers) slide-ruled into correspondingly larger sizes. The world's largest two-cylinder locomotive rolled into being with an insured future, for her principals were tried and proven. Between 1925 and '49 the American and Canadian locomotive market absorbed 415 of these giants.

The Texas locomotive of 1929 was a gargantuan powerhouse weighing over 250 tons, with 31x32-inch cylinders and 64-inch drivers, but her boiler development was far ahead of running gear improvements. Enormous piston thrusts and ponderous machinery prevented good counterbalancing in 64-inch drivers and the running speed had to be restricted to prevent track damage. Also, underframes were too light; lateral motion devices were needed to ease the long rigid wheelbase around curves.

Will Woodard got a lot of help in improving Lima's super-power, for in 1929 the principal Van Sweringen roads—Chesapeake & Ohio, Erie, Nickel Plate, and Pere Marquette—pooled their mechanical talents by forming the Advisory Mechanical Committee to design new high-speed power. Test runs were made along the C&O's line between Russell, Ky., and Toledo, Ohio, with a borrowed Erie Berkshire (Lima, 1929).

These tests led to a slide-rule enlargement of the 2-8-4 blueprints into

Texas engines like 3034 were used on Chesapeake & Ohio coal runs through Ohio.

No. 6339, a massive Pennsylvania J-1, whips a long string of freight around Horseshoe Curve, westbound upgrade, in 1949.
Bert Pennypacker, 4307 Palmetto St., hiladelphia, Pa. 19124

a revolutionary Texas design with 29x 34-inch cylinders, 69-inch drivers, and a tractive effort of 108,625 pounds with booster. Lightweight rods and larger drivers helped to eliminate the machinery-balancing problems while a new crankpin arrangement gave better leverage. The piston stroke, lengthened to an unprecedented 34 inches, produced superb riding qualities at higher speeds. Only the post-1930 Berkshires and Texas types had such a long piston stroke.

By this time the mighty 2-10-4 had reached maturity. In 1930 Lima built forty of the world's largest two-cylinder engines for C&O. These class T-1 beauties, numbered 3000-3039, boasted more boiler heating surface than most articulateds and even topped the Union Pacific's famed "Big Boy" 4-8-8-4's in this category.

So great was the Texas type's capacity that most users of the 2-10-4 found them cheaper and more desirable to operate than articulateds. And so it went on the C&O's trans-Ohio coal runs, where 160-car trains move toward the Lake Erie port of Toledo over a ruling grade of only 0.3 percent. The huge 3000's actually out-performed the larger 2-8-8-2's built by Alco six years earlier. A C&O engineman recalls his first run with a new 2-10-4:

"I was called for a Walbridge (near Toledo) coal job out of Columbus. When I got to the roundhouse, the new T-1 looked mighty impressive. She was the largest non-articulated hog I had ever seen, but when I looked at the train tonnage slip my pride in the new engine vanished and I wished for a dependable H-7 class 2-8-8-2. She'll never pull this train, I thought; but we had a road foreman aboard, so it'll be his responsibility when we stall.

"Well, we got out of town easily with a helper. The road foreman lent an assist at the throttle because I didn't have the 'feel' of her and made the drivers spin frequently. As we rolled across the Ohio flatlands the T-1 thundered defiant stack music. I was amazed to realize that she had increased her speed to double that of an H-7. Oh well, she's a fine puller, but just wait until we stop for water and can't get started. My T-1 took slack and actually walked away from the water tank with the booster cut in, and was I surprised!

"That trip sticks in my memory as the best I ever made. It changed my mind about articulateds being better than two-cylinder engines, at least as far as T-1's go."

Kansas City Southern joined the select ranks of Texas type operators in 1937 when Lima outshopped ten beautifully proportioned class J's numbered 900-909. Five burned oil while the others ran on a coal diet. Their vestibuled cabs were a rarity in the South. Their outside boiler jacketing, which covered most piping, presented a smooth and

Eight years ago these two 2-10-4's met near Attica, Ohio: Pennsy J-1 No. 6161 and AT&SF No. 5013, leased to the Pennsy.
Phil Hastings photo from Al Staufer's book Pennsy Power

Kansas City Southern photograph

Repair job on a Texas type at the East Kansas City Shops of the Kansas City Southern in 1951, KCS acquired ten such loc motives from Lima in 1937. Five burned oil, five coal. All were handsome, with vestibuled cabs, a rarity in the Sout

sleek appearance. KCS used them to replace older Mallets on drag freights and a single 900 replaced doubleheaders on fast hotshots.

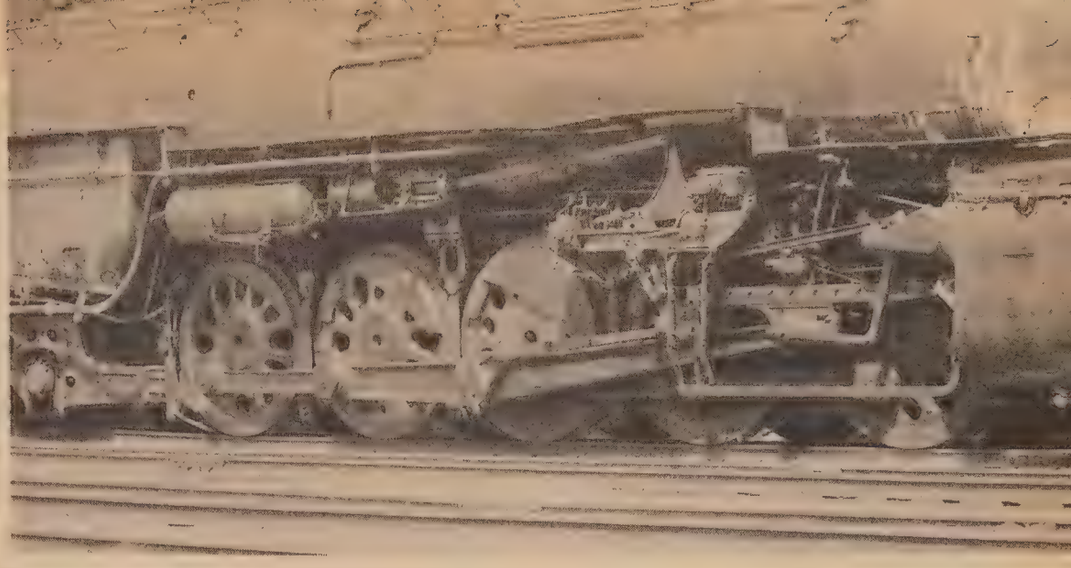
This recollection comes from L. K. Smith, general roundhouse foreman at the Milwaukee Road-KCS joint terminal at Kansas City, Mo.: "Those ultra-modern babies had 70-inch drivers and were the fastest and most powerful big freighters I ever saw. They only came into Kansas City on a quick turnaround and one would very often be called for the return trip before her arrival. The minute she'd hit our pit track, we'd grab the Alemite lubricating equipment and give her a once-over while water and fuel were dumped into the tender. Then she'd be off out of town with nearly every car in the yards tied to her tail."

War clouds were hanging darkly over the Pennsylvania Railroad when Altoona Shops built the great fleet of 125 Texas engines, classes J-1 and J-1a, in 1942-'44. There wasn't time to design new power to Pennsy standards, so a Chesapeake & Ohio T-1 and a Norfolk & Western 2-6-6-4 steamed into Altoona for testing. Significantly, the 2-10-4 won favor over the articulated and became the new engine prototype.

When the first new J-1, No. 6450, ran over a test track at Altoona, she kinked the rails and caused much damage. The side-rod and driving-wheel counter-balancing weren't figured correctly, so they sent her back into the shop for alterations. The 2-10-4's introduced features never before accepted by Pennsy men. Radial stayed fireboxes, Delta four-wheel trailing trucks, Franklin boosters, Baker valve gear, and other things gave an "un-Pennsy look," but the huge 210 F-84 tenders were PRR's standard.

As the Keystone Road's only successful modern power, the big J's ran everywhere west of Altoona. Men schooled in traditions of Altoona-designed power expressed amazement over this fabulous 2-10-4 that had been conceived elsewhere. One enthusiastic fireman said, "They are such good steamers and so easy to fire that I could keep one hot with mud!"

Many inconvenienced motorists may recall a J-1 derailment that caused a lengthy highway detour near Conway Yard just north of Pittsburgh. A westbound Texas type had flipped over onto her right side, engulfing the highway with a 21,000-gallon tidal wave from the "coast-to-coast" tender. The water didn't drain off and below-freezing temperatures soon transformed it into a huge skating rink. The detour remained in effect for quite some time.



With great driving wheels like these, AT&SF No. 5020 could really haul tonnage.
P. Carleton, 305 Henry St., Fairview, N.J. 07022

While Texas & Pacific is credited with having the first 2-10-4's, in 1925, Santa Fe's Baldwin-built 3829 had a four-wheel truck slipped beneath her ashpan six years earlier. That engine was among a large group of 2-10-2's being built and the trailing truck experiment apparently had little significance.

Then in 1930 Baldwin assembled Santa Fe's first legitimate 2-10-4, an engine patterned along the lines of the Chesapeake & Ohio's T-1, with 69-inch drivers. She was No. 5000 and they called her "Madam Queen," a proud new concept of big power in the Southwest. Santa Fe waited until 1937 and then came up with ten Texas hogs that set records for size and horsepower but not tractive effort. These monsters had 30x34-inch cylinders, 74-inch drivers, and a potential hp of 5964. On the minus side, their piston thrust registered a whopping 219,000 pounds, the highest ever recorded.

BALDWIN delivered Nos. 5011-5035 in 1944 and they ran principally between Belen, N.M., and Waynoka, Okla., where a roundhouse foreman said they made nearly 12,000 miles a month—an exceptional performance for a freight hog.

Ever see an engine crew change "on the fly?" Well, it happened occasionally at Vaughn, N.M., when a 5000-series had a light train and didn't need any water. As she drifted slowly into town the outgoing crew unloaded, the crewless engine rolled along, and her fresh crew clambered aboard and highballed out of town.

Bob Collins, Erie-Lackawanna train dispatcher

Central Vermont 700, Texas type, rolling through White River Jct., Vt., in 1949.

In 1956, between May and October, the Santa Fe leased a dozen Texas engines to the Pennsy, which thereupon based them at Columbus, Ohio, and used them on coal runs to Sandusky. The PRR men found them somewhat slippery in starting heavy tonnage trains but once they got rolling their high horsepower ensured superb performance. Hostlers at the Columbus roundhouse also learned something: don't try to couple 2-10-4's nose to nose. Yes, they tried it and smashed the slender, pointed, boiler-tube pilots.

Stan Kistler, a professional photographer and co-author of the book *Santa Fe: Steel Rails Through California,* tells about the final use and disposition of Santa Fe 2-10-4's.

"The last one to see service, No. 5021," he writes, "worked a helper assignment eastbound from Belen on August 27, 1957. Scrap dealers bought 31 of the engines two years later, but five have been preserved at the following points: 5000 ('Madam Queen') at Amarillo, Texas; 5011 at St. Louis, Mo.; and 5017 at Green Bay, Wis.; 5021 at Belen, N.M., and 5030 at Santa Fe, N.M."

Thus a famous type of steam power faded into history like a shooting star. In its ascendency the 2-10-4 gave a glowing account of itself. If the old boomer legend of the Railroad in the Sky were true, you'd find up there the wraiths of mighty Texas engines burning the ballast on the long run from Sirius to Arcturus and on and on endlessly across the Milky Way. •

No. 6403, Pennsy class J, at Carothers, O., in her last year of operation.
Collection of Mac Owen, Rte. 1, Box 242, Ridge Rd., Newcastle, Calif.

Santa Fe 5001, fresh from Albuquerque Shops, stands on house lead at Belen in 1953 after making a break-in helper trip.
Stan Kistler, P.O. box 4068, Pasadena, Calif. 91106

Interesting Railfans No. 24

JACK PONTIN

by Freeman Hubbard

Horace W. ("Jack") Pontin as he looked when he was a Boston & Albany fireman.

HORACE W. PONTIN was nicknamed "Jack" on the Boston & Albany a long time ago and it stuck. Jack is unique in at least one respect: he combined a career in engine service with a widespread and successful business of making and selling pictures of locomotives and trains. Now that he has retired from 45 years of railroading—years that once seemed endless—his old-established Rail Photo Service keeps him busy and happy. His harvest years are rich with work and bright memories. No. 24 is, indeed, a most unusual railfan.

Born at London in Victorian England, Horace was the son of a field engineer for Nasmyth-Wilson Locomotive Company of Manchester. Spending his early years alongside the vast network of gleaming steel rails that serves the British capital, the lad quickly developed a passion for railways and began collecting colored postcard views of them.

When he was still a small boy, an uncle connected with the Wabash Railroad at St. Louis visited the family and brought him back to America to live. Here he grew up. In 1913 young Pontin became a draftsman in the New York Central's signal department at Boston, working for the Boston & Albany. The following year he courted and married Miss Beatrice Gesner, a lovely and gracious lady who has since shared fifty years of life with him. They have two sons, Bill and Ray, and six grandchildren.

Even though he managed to get out on the road rather often, Jack craved more adventure. In 1916 he transferred to the motive power department as a fireman.

"That August," he recalls, "I made my student trips with coal-hungry hand-bombers—Mikados, Consolidations, and occasionally a Mallet compound which carried two firemen."

The young tallowpot, as firemen used to be termed, took his job seriously. Often he went home so tired and discouraged from an exhausting run that he decided to go back to the drafting board, but after a warm shower, a hearty meal, and some rest he was all set for another battle with the firebox and steam gage. It took guts to stay on the business end of a No. 2 scoop for twelve hours at a time. Nobody ever talked about featherbedding in those days.

Experience toughened him up. It wasn't long before Jack could keep the old white feather "over her back" more consistently, and the task developed the thrills he had hoped for. I prodded him with questions.

"Many exciting events come to mind," he said. "Some of them I photographed. In fact, I seldom went out on a run without taking a camera along. I used a special cushioning rigging with the camera to absorb the vibrations and shocks which might have damaged it and was nearly always prepared for a sudden shot. This technique has netted our firm, the Rail Photo Service, thousands of negatives."

Jack made a practice of lensing every engine he fired or ran, and every train, as well as hundreds of others. As a result, many relatives of his fellow employes today cherish pictures of retired or deceased loved ones which otherwise they would never have had.

He has pulled all the B&A name-trains east and west which operated in his time. The train he liked best, though, was the pay-train. Don Shaw, now one of the associate editors in Rail Photo Service, often served as his paymaster. The RPS files include many pix of pay-cars with their engines. On one occasion Engineer Pontin pulled a campaign special train of the late President F. D. Roosevelt eastward to Boston with a Hudson type, No. 606, and a dozen Pullmans.

"I will never forget the day I handfired the Central's 581, Class K-14g Pacific," he said, "from Boston to New Haven via Worcester, Putnam, and New London with the B&A's *Southwestern Limited*. At that time, in 1927, a disastrous flood had wiped out western sections of the B&A. Our train had 14 heavy standard Pullmans. The patient passengers were 'ferried,' so to

speak, over the water-covered tracks all the way to Grand Central Terminal from New Haven and then west on the Hudson Division.

"Our regular hogger was Bert Snow. After taking water at Worcester, we switched onto the New Haven's New London line and Bert gave way to a pilot who happened to be an ex-B&A man. They filled our tank at New London, shoveled over the coal, shook down the fire, and hoed the ashpan. Two more Pullmans were coupled on. The pilot said he'd see if the old 581 could equal the time of a New Haven I-4 on the *Merchants Limited*.

" 'With 72-inch drivers?" I asked. 'The I-4's have 79-inchers.'

"He grinned and we got rolling westward. I shall always remember that thunderous rumble as we took the giant drawbridge at Saybrook, where we snagged a train order warning Boston & Albany crews not to use fire hooks, and so on, in electrified New Haven territory.

"The coal was getting low as we glided into New Haven station, where a big electric stood by to latch onto our train. Bert and I expected to lay over at New Haven for about twelve hours before returning to Boston. We were about to enjoy a warm shower, dinner, and shut-eye when a trainmaster ordered us back right away on trains 22 and 16 combined, both expresses from New York, totaling 21 cars. We grumblingly assented. After we had turned the big 581, just barely, on the antiquated turntable, I cleaned the fire and washed out the pan as Bert filled the lubricators.

"Our engine's rods were equipped with the then-new Speedees (Alemite) grease. The local roundhouse had no 'gun,' so we couldn't lubricate her rods but hoped she'd run cool anyway. Instead of taking time for showers, we washed ourselves hastily under a small spigot, grabbed sandwiches and steaming black coffee, climbed into the cab, and headed eastward.

Long ago, most railroaders received their wages in pay-cars. Here's a shot of the NYC&HR pay-car on the hump at East Syracuse, N.Y., in 1900, from Jack's collection. All other photos on these two pages were made by Pontin himself.

Another custom in bygone years was to decorate locomotives for picnics, presidential specials, funerals, etc. (See page 18.) Shown here is a once-famous train, *The Yankee*, running from Boston to New York via Springfield with Hudson-type engine No. 605 bedecked for farewell run of a retiring engineer, Aaron Sibley.

***New England Wolverine* westbound at Weston Park siding (long since removed) in Massachusetts with No. 619, the last Hudson built by Lima for Boston & Albany.**

"Amid the bustle of the Shore Line, our drag arrived behind two electrics. *Drag* is the right word. I had never seen the swank *Lake Shore Limited* nor *Chicago Express* in such a confused formation. Rolling behind us were practically every design of New York Central passenger car and Pullman, staggered pellmell through the consist—here an observation car with brass rails next to a dilapidated baggage car, two RPO's near the rear end, coaches behind the tender. Sixteen cars in all.

"Fortunately, though, we had a tank of good, lumpy, blackjack coal—the old 581 loved it. We had left Boston at 2:10 p.m. and we nosed back wearily into South Station exactly twelve hours

later. Bert reported: 'Be sure to grease all rod pins. Engine has had no lubrication for 600 miles!' "

During World War II, after being promoted to the right-hand side, Jack handled all types of steam power on the Central's diversified roster. He handled such vexing problems as new firemen, low steam, green train hands, newly promoted and non-understanding operating officers, and lack of adequate engine service and maintenance, due to a shortage of enginehouse forces.

The tea kettles pounded and leaked. Sometimes if you could see two yards ahead of the cab you were lucky. Hours were long; many times the 16-hour law was flouted. Neglected train brakes often became sticky. There were more than a few days when Jack Pontin had to run and fire an engine himself in order to get her over the road.

"At East Boston tidewater piers," he reminisced, "I watched long, heavily laden convoys carrying locomotives, guns, and ammunition put out to sea. Often we carried trainloads of sober-faced drafted GI's and unsmiling volunteer nurses over the nine-mile Grand Junction branch to shipside. Silently, the hidden gangplanks swallowed those contingents of men and women, some of them never to see home again."

For two wartime years Jack kept up this grueling pace. Then the drain on his health compelled him to transfer to a short passenger run. This gave him more time for picture-taking, and the wide variety of power used on that run pleased him greatly. His collection of negatives kept building up. But the run was no sinecure.

"One day," he told me, "we left South Station with a 4-8-2, No. 3002, and a well loaded train, smoker and coaches packed, mail and express heaped up to car roofs. We rumbled through upgrade cuts, around sharp curves, over frogs and switches, coming to the deep recesses of Worcester ledges, where the ancient Boston & Worcester line bored through a high rock formation. At that point a new track foreman had a gang of greenhorn (hired off the streets) gandy dancers renewing ties. Since they were doing this job in between trains, it had not been deemed necessary to give me slow running orders for that locality.

"But the section boss made one big mistake: he removed too many ties at once. With only about half a dozen ties per rail holding the track together, old 3002 went into it on a sharp curve. We lurched and rolled crazily from side to side. Far below glittered the vast cobalt expanse of Lake Quinsigamond. Our train perched on a rocky ledge, groaned like a wounded deer.

"My fireman shut off the stoker. Black smoke billowed down all over us. Perhaps it was better that we did not shut off entirely or apply the brake, for after what seemed like eternity she leveled off and we were rolling again on even track. I wiped off the cold sweat and looked back at my train. Gray steam clouds gathered between the mail and express cars, and I motioned the fireman to cut off the steam-heat supply."

Afterward, Conductor Hadley told the engineer how they had gone into Worcester that morning with just about everyone on their knees, himself included. Jack watched the passengers disembark with pale white faces. One or two, slashed with flying glass from more than a dozen windows broken by projecting rocks, needed medical attention. Hadley swore that his car had lurched over to a full 40 degrees!

"So you handled many types of steam engines?" I asked No. 24.

"Yes," he said. "Even 2-10-4's, but not on the Central. I made three trips out of Field, B.C., on the Canadian Pacific with 5900-series 2-10-4's under the tutelage, of course, of the regular hogger. But I have photographed more of them than I have run."

At length, in 1958, Jack Pontin retired from railroading. Since then he has been giving time and attention to the Rail Photo Service, which he founded in 1917 under the trade name "Railroad Photographs." About 1932 I pointed out to him that this name was confusing because it covered too much territory. I advised him to change it to Allston Railroad Photographs, for he was then living in Allston, Mass. He did so; and in 1945 when he moved to Boston, to the Sherman Building at 93 Massachusetts Avenue, his present business address, he changed the name again, to Rail Photo Service.

Nearly 25 years ago RPS established the Railroad Photographic Club, which gave a free course in rail photography to its members, and offered the members a discount rate on prints, and later began putting out a "house organ" for the club.

RPS's first picture sale was made to Mr. W. G. Fancher of Vermont, who subsequently rounded out his collection to more than 13,000 railroad prints from the company's labs. Over the years RPS negative files multiplied enormously, primarily by the work of staff photographers in the States, Canada, and overseas, plus the purchase of choice collections of negatives.

Prints from these negatives have appeared in many books and magazines, including *Railroad,* not to mention thousands of private collections. As editor of *Railroad* I often call on Jack for help in illustrating certain articles and he never fails me, but I wish his supply of human-interest shots were much larger than it is. RPS holds a reciprocative membership in the National Railway Historical Society. In addition, in 1933, Jack founded and was first president of the Railroad Enthusiasts, Inc.

"The following year," he told me, "in the Grand Central Terminal building in New York, we inaugurated the New York Div. This club is credited

The Exposition Flyer **on the B&A's Albany Division emerging from the westbound single bore of State Line Tunnel, rolling downgrade to Canaan, Mass., in the Berkshires with Hudson 604. Enlargements of this picture, framed, are hung in many offices along the New York Central system. It is one of Jack's best shots.**

with having run the first organized railfan trip, in 1934, which was over the Boston & Maine and the Hoosac Tunnel & Wilmington. Two years later I resigned as president of the Enthusiasts and took a six-month tour of Europe."

No. 24 is fascinated by foreign travel, having visited England a dozen and a half times, but mostly he prefers extended week-ends to long vacations. He retains membership in the Brotherhood of Locomotive Engineers. Of about average height, he weighs a trim 165 pounds and keeps physically fit through a fair amount of muscular activity, especially walking, plenty of rest, rather light eating, no liquor, and never cigarettes, although he does smoke a pipe now and then.

Like E. Jay Quinby, another of our *Interesting Railfans,* Jack Pontin is devoted to the pipe organ and is musically gifted. During the day he plays around with railroad pictures; but at night, dreaming of music that would melt the stars, he lets his fine sensitive fingers range over the organ keyboard in his home—the same fingers that, years ago, gripped the throttles and brake valves of steam engines too numerous to count!

Jack has never gotten around to "tickling the ivories" of a steam calliope, the oldtime circus-parade noisemaker that is dear to Jay's heart. His taste doesn't run that way.

But he has a fabulous collection of pipe-organ recordings, gathered from all over the globe.

In common with Lucius Beebe, Bob Hess, and others in our *Railfans* series, the ex-hogger has a sentimental attachment for birds and beasts. He and Bea have a chow named Tinker, a bushy-tailed cat known as Tiddles, a cockateel talking bird, and a small aquarium of tropical fish. They both detest "the absolute monomania of the automobile which affects so many people" and are dismayed at seeing so many square miles of meadows and woodland constantly being despoiled to enlarge the asphalt jungle of our phoney civilization. "With more rail travel," Jack says, "there would be less need for motorized highways."

Jack Pontin lives in this world but not entirely. He is deeply religious. Daily he finds help and solace in prayer. When the things he can't stand seem to gang up on him, when troubles threaten, he retreats to a quiet inward altar on which the fire never dies and there, not quite alone, he thinks of great passages from the Bible such as St. Paul's, "No matter what condition I am in, I have learned to be content." Such words illuminate the blackness for him like a Mars headlight beam dancing across the rails in front of a locomotive on a dark night. ●

In 1952 GM built this unit, since renumbered 501, for the Bay Line (Atlanta & St. Andrews Bay), then 44 years old. During its early years the line changed hands several times, one owner being the late Asa Candler, Coca-Cola tycoon. While the railway extends only from Panama City, Fla., to Dothan, Ala., 82 miles, it operates "through" service between its stations and all points in the United States and Canada, connecting with the ACL and the Central of Georgia.

Rosters: Florida Shortlines

Locomotive listing compiled by Sy Reich

Road Nos.	HP	Builder	Builder's Model	Wheel Arngt.	Tractive Effort	Weight	Date
Apalachicola Northern Railroad							
701-704	1000	GM-EMD	NW2	B-B	62,500	250,000	1947
705-711	1200	GM-EMD	SW9	B-B	62,500	250,000	1952-3
Atlanta & Saint Andrews Bay Railway							
501-502	1500	GM-EMD	GP7	B-B	60,600	252,500	1952
503-505	1750	GM-EMD	SD9	C-C	87,000	354,800	1956, 8
901-913	1000	Alco-GE	RS-1	B-B	71,400	238,000	1942-50
1001-1002	1000	Alco-GE	S2	B-B	69,000	230,000	1942
1501	1500	GM-EMD	F3A	B-B	59,640	244,000	1947
Fort Myers Southern Railroad							
Owns no equipment; uses Atlantic Coast Line Railroad equipment.							
Jacksonville Terminal Company							
30-36	1000	GM-EMD	NW2	B-B	60,700	242,800	1947, 9
37-39	900	GM-EMD	SW900	B-B	57,040	231,510	1954
Live Oak, Perry & Gulf Railroad							
300	600	GE	70-ton	B-B	34,400	137,600	1946
302-303	1750	GM-EMD	GP9	B-B	61,100	244,500	1955
Marianna & Blountstown Railroad							
Owns one diesel the specifications of which are unknown to us.							
Port Everglades Belt Line Railroad							
400	600	GM-EMD	SW1	B-B	54,000	200,000	1943
410	660	Alco-GE	S1	B-B	59,700	200,000	1943
South Georgia Railway							
202	600	GE	70-ton	B-B	34,400	137,600	1946
Tampa Union Station Company							
Owns no equipment. SAL and ACL use its facilities.							
Tavares & Gulf Railroad							
Owns no equipment; uses SAL locomotives.							
Valdosta Southern Railroad							
955	900	GM-EMD	SW900	B-B	?	?	1958
?	900	GM-EMC	NW1	B-B	?	?	1937

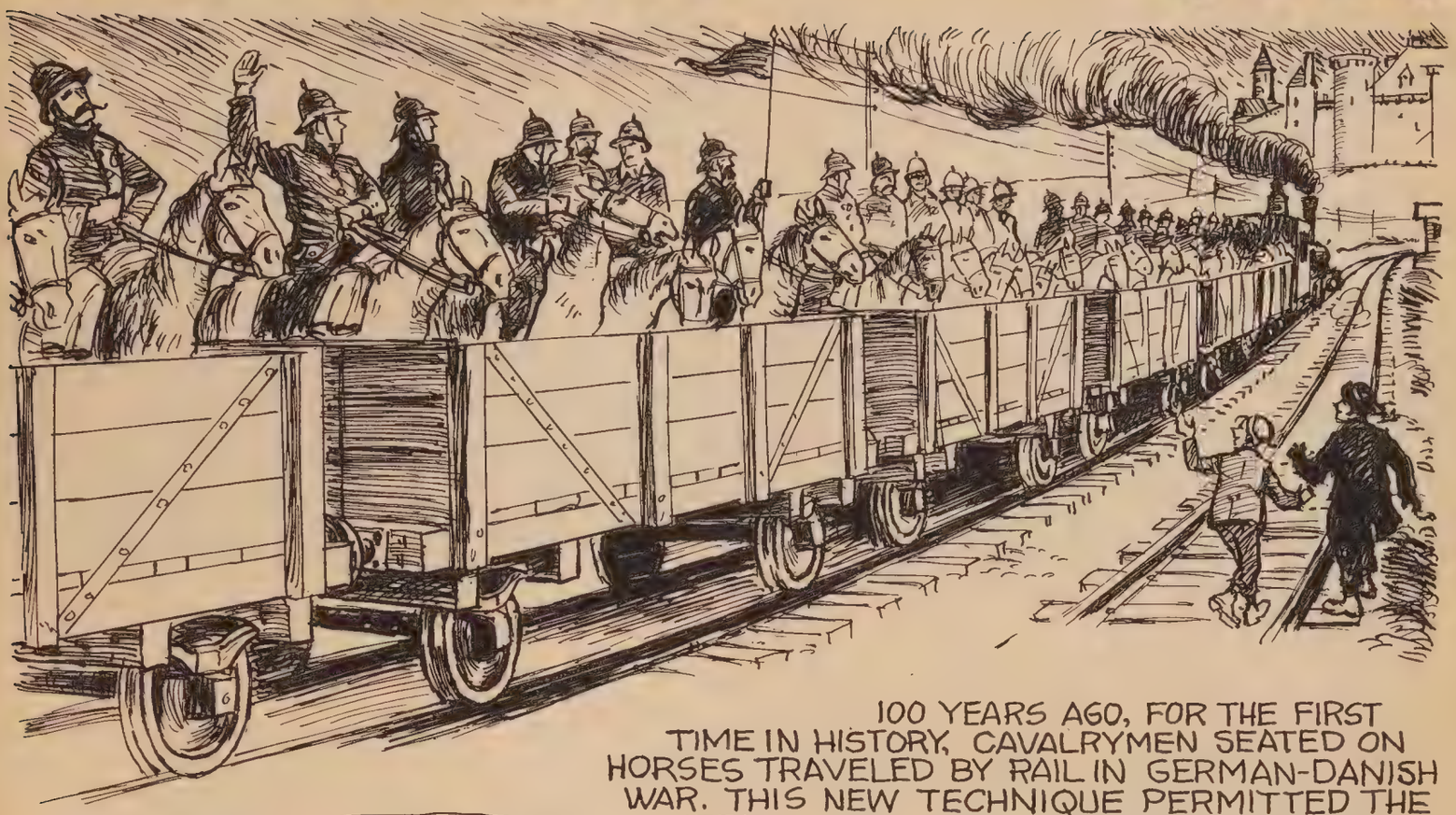
Rosters are based on data from executives of the AN, the A&StAB, the Atlantic Coast Line, the Jacksonville Terminal Co., the Port Everglades Belt Line, the Seaboard Air Line, and the T&G, and are accurate as of 3rd quarter 1964. For roster purposes, we define a "shortline" as a common carrier railroad, with less than 400 route-miles, listed in the Official Guide or the Pocket List of Railroad Officials, or both.

Locomotive builders: GM-EMD, General Motors, Electro Motive Div.; GM-EMC, General Motors, Electro Motive Corp.; GE, General Electric; Alco-GE, American Locomotive Co. and General Electric.

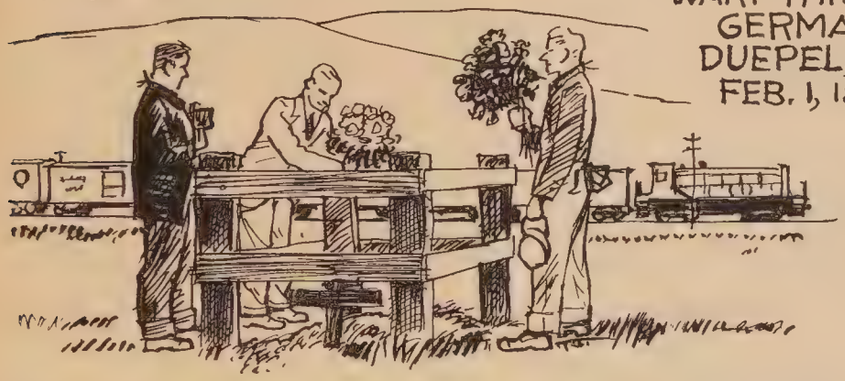
AN 710, 711 were rebuilt. The U.S. Govt' requisitioned A&StAB 901-903 in World War 1 and sent them to Russia. Nos. 905-908 were sold to the Tennessee R.R., renum. 1, 2, 5, 3. A&StAB 1501 was rebuilt to F7A. The VS "?" was EJ&E 401. ●

ALONG THE IRON PIKE

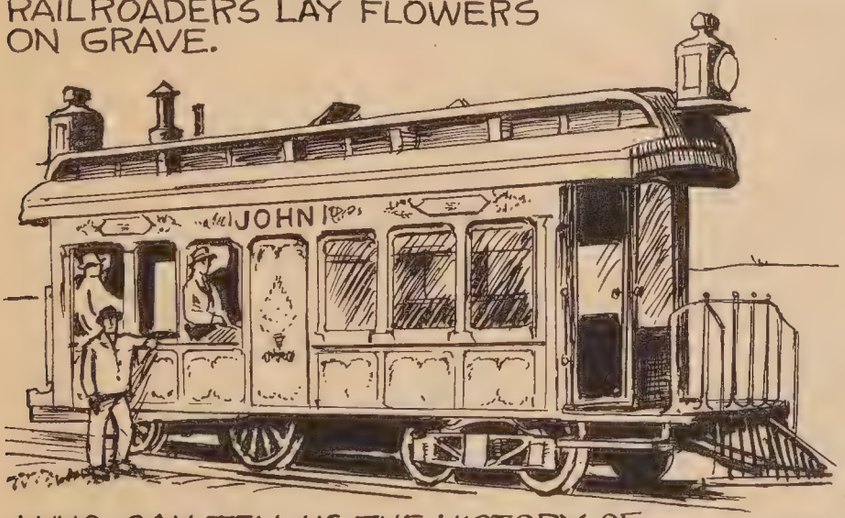
by Joe Easley



100 YEARS AGO, FOR THE FIRST TIME IN HISTORY, CAVALRYMEN SEATED ON HORSES TRAVELED BY RAIL IN GERMAN-DANISH WAR. THIS NEW TECHNIQUE PERMITTED THE GERMANS TO WIN A SURPRISE ATTACK ON DUEPEL, AN ENTRENCHED DANISH TOWN, FEB. 1, 1864. (from Hans Kutzbach, 3005 Hannover -Westerfeld, Wundamstrasse 8, West Germany)



TRACKSIDE GRAVE OF UNKNOWN GANDY DANCER ON MILWAUKEE ROAD AT MILEPOST 590, TWO MILES WEST OF INTERIOR, S.D. HE DIED MARCH, 1907, WHILE HELPING TO BUILD LINE THROUGH BLACK HILLS. PRESENT-DAY RAILROADERS LAY FLOWERS ON GRAVE.



WHO CAN TELL US THE HISTORY OF THIS 4-2-2 INSPECTION ENGINE? (Collection of L.P. Cummings, Jr.)

CRI&P MEN ADD TO TUNNEL CLEARANCE BY USING SPECIALLY DESIGNED EQUIPMENT TO PERMIT OPERATION OF TRI-LEVEL AUTOMOBILE CARS OVER RAIL ROUTE BETWEEN ST. LOUIS AND KANSAS CITY.

Sunset at Brooten, Minnesota, on the Soo Line, one of many striking illustrations from *Steam Trains on the Soo,* by Leslie V. Suprey, reviewed on page 36.

Collection of Jim Shaughnessy, 479 8th Ave., Troy, N.Y.

Bygone days on the old Ogdensburg & Lake Champlain. Three-car train, pulled by 4-4-0 No. 84, reaches Malone, N.Y., with its unusual covered platform, in 1910. (Below) Unique mushroom-like water tower was a lone sentinel near Churubusco, N.Y. These photos and one on page 18 come from a new book, *The Rutland Road.*

THE RUTLAND ROAD, by Jim Shaughnessy, 368 pages, 8½x11", illustrated, indexed, with alltime locomotive roster and chronology, Howell-North Books, 1050 Parker St., Berkeley 10, Calif., $10

This book weighs about 3½ pounds, is printed on thick coated paper, strongly bound, and boasts 468 illustrations, mostly photographs, two in full color, including 16 maps as well as charts and timetables.

Says the author, "The work of preparing a volume of this size is unbelievable." To us it isn't. The time and effort involved in putting out even a 66-page magazine hold us under almost constant pressure: that is why we keep urging our readers to send us very short letters instead of long ones. We realize what Jim Shaughnessy had to face. Harold W. Zenger, to whom he dedicated *The Rutland Road,* assembled much of its material but died before completing the job, and Jim took over.

Jim covers "The Green Mountain Gateway" from early in 1848 through its long and adventurous steam age to the diesel operation of its latest successor, the Vermont Railway, in 1964. A *Railroad Magazine* author writing about the Rutland seven years ago called it "Our Toughest Railway." It had to be tough. The Yankee line which served rocky Vermont and upstate New York survived bankruptcy and receivership, floods, blizzards, and train wrecks, unequal competition, wartime seizure, depressions and recessions, and strikes.

Jim's book gives us the factual details plus numerous anecdotes. It's fascinating. His own photos, Dr. Phil Hastings' and a long list of others, many old and rare, make *The Rutland Road* memorable as a picture album as well as a textbook. We are proud to have it in our library.

SOME CLASSIC TRAINS, by Arthur D. Dubin, foreword by Lucius Beebe, 434 pages, 8¼x11¼", illustrated, full-color frontispiece and foldouts (one 41½x 11", the other 39x6"), illustrated with over 1300 photos, car plans, map, etc., indexed, Kalmbach Publishing Co., 1027 S. 7th St., Milwaukee 3, Wis., $20.

Dubin's first book is impressive. Written by the top authority in his field, it overwhelms us by its sheer size and weight (4½ pounds). Thick coated paper elegantly bound with inlaid gold lettering. Pleasing full-color jacket, frontispiece, foldouts. But even more important are the dependable information on North American limiteds, including interurban classics, and a seemingly endless picture gallery.

Art Dubin, who was No. 21 in our series of *Interesting Railfans,* has earned the gratitude of railroad buffs by assembling and presenting this material, some of which appeared originally as articles in *Trains* magazine. We are grateful likewise to David P. Morgan,

***Broadway Limited* (left) and *20th Century Limited*, both eastbound 30 years ago, race out of Englewood Station, Chicago.**
PRR photo used in Some Classic Trains, by Arthur D. Dubin

editor of *Trains*, for having encouraged and helped Art to put his specialized knowledge and pictorial resources into permanent form.

With today's passenger trains dwindling numerically and losing prestige, it is heartening to look back to their Golden Age, as shown in Dubin's book; to reflect on the days when trips by rail were exciting and often a mark of distinction. Take, for example, the chapter on "The Handsomest Train in the World," an intriguing title. Or this: "First Limited Train in New England." How many of us would know which one was first without reading the book? All his chapter titles appeal to students of railroad history. In addition to trains, the author tells us about "Some Classic Cars" and "History of Palace Car Nomenclature" and goes into detail on "Exterior Painting Arrangements" of Pullmans on the various roads.

"Arthur Dubin," Beebe says in the foreword, "has concentrated his efforts and directed his energies down the rich vistas of potentiality suggested by the purview of his own intelligent interests."

But Mr. Dubin himself did not make up this book in the sense of arranging the pictures or selecting the display type. He must have winced when he first saw it. No architect like Arthur Dubin, with a fine esthetic feeling for design, could possibly have been responsible for the semi-amateurish display of his wares.

We are certain, too, that Mr. Beebe, the Arbiter of Elegance, whose own works reveal impeccable taste, had nothing to do with the layouts in *Some Classic Trains*. To quote Dave Morgan's review of another book, "the layout discipline is non-existent." Many pages are badly crowded and/or chopped up into blocks. We realize, of course, that the type of illustrative material available for this book makes the "block treatment" hard to avoid. But there are far too many tiny photos; the details in some could not be discerned even with a magnifying glass. Omitting several of them would have left more space for those which remained.

Two sizes of caption type are used, occasionally on the same page—we don't know why. Most chapter titles lack typographical dignity. Some are either big, ugly, black letters or a confused mixture of type faces. Whoever picked them should study the headline type in *Fortune* magazine.

A page-and-a-half photo of the *Panama Limited*, otherwise excellent, has so much foreground that the train itself is dwarfed. On many pages there is a desperate need of "air"— generous white space—to set off the photographic treasures to advantage. The excessive number of broadside views of too-similar Pullman cars may appeal to a few fans but is very monotonous.

Despite these flaws, however, *Some Classic Trains* is unsurpassed in its specialized field. Mr. Dubin has done an excellent job.

RAILWAYS IN WARTIME, by Ernest F. Carter, 221 pages, 5½x8½", illustrated, indexed, Frederick Muller Ltd. (London), distributed by Leisure Time Books, P.O. Box 634, New Rochelle, N.Y., $6.75

This is a fairly comprehensive account of the movement of troops by rail and other wartime uses of the railroad in countries all over the world, including two chapters on the American Civil War. Carter's material ranges from the 1830's to the aftermath of World War II. The book is informative and entertaining; and illustrations are well chosen. It deserves a place in private and public libraries.

J. H. THOMAS: *A Life for Unity*, by Gregory Blaxland, 303 pages, 5½x8½", illustrated, bibliography, indexed, Frederick Muller Ltd. (London), distributed by Leisure Time Books, P.O. Box 634, New Rochelle, N.Y., $9.50

Dramatic biography of an English lad, born illegitimate in extreme poverty, who became an engine cleaner for the Great Western Railway at age 15, a locomotive fireman at 18, then an engineer, and eventually a powerful labor leader and member of the British Cabinet.

MOGULS AND IRON MEN: *The Story of the First Transcontinental Railroad*, by James McCague, 393 pages, 6¼x9¼", illustrated, indexed, Harper & Row, 49 E. 33rd St., New York 16, N.Y., $7.95

The stirring events that led to the golden spike at Promontory, Utah, in 1869 have been covered so often that railfans could well ask, "Why was this particular book written?" We have the answer. James McCague is a good writer with a burning enthusiasm for rail lore. The son of a locomotive engineer, a former railroader himself and author of two railroad novels, *The Big Ivy* and *Fiddle Hill*, which we reviewed some time ago, Jimmy has succeeded in putting freshness, vigor, and additional de-

This old prairie tank used to stand in stark isolation beside a blind siding on the Hankinson-Bismarck branch of the Soo Line west of Hankinson, North Dakota.

tails into the old subject of the first transcontinental line. (The word *Moguls* in his title refers to tycoons, not 2-6-0 locomotives.)

STEAM TRAINS ON THE SOO (*2nd revised edition*), by Leslie V. Suprey, 96 pages, 8½x11", illustrated, B&W Printers Publishers, Mora, Minn., $5

Representing a third generation of Soo Line telegraphers and active in railroad service today, the author has good reason to know his subject. Lucius Beebe said of the book's first edition, published in 1962: "In filing claim on the Soo, Mr. Suprey has established his rights to one of the most colorful —and until now neglected—railroad properties, historically speaking, ever to occupy space in *The Official Guide.*"

The new edition has 16 more pages and 30 more photos, more on the Wisconsin Central and the Duluth-Superior area, and is printed on a better grade of thick coated paper. Much space is given to locomotive history and rosters; and the pictures, as a whole, are excellent.

"The Soo Line still uses a great deal of telegraphy," Les Suprey tells us. "Most of the Minnesota and Dakota branches are all telegraphy. Between division points such data as consists are sent by teletype or similar methods, but most branch lines are dispatched by Morse. The old Wisconsin Central has mostly phones but still uses telegraph wires between local points and division points."

Somehow, the realization that the author is a railroader himself gives more authenticity to a book, especially one dealing with the road he works for.

RAILS ACROSS THE MIDLANDS, by Richard J. Cook, 144 pages, 8½x11", illustrated with 170-plus photographs, Golden West Books, P.O. Box 91, San Marino, Calif., $8.95.

As a New York Central towerman for almost three years, Richard Cook learned railroading first-hand, which gives him an edge on most authors of books in this field. He is also one of the nation's top railroad photographers and has contributed both articles and pix to magazines, including ours.

Rails Across the Midlands, meaning mid-America, is frankly a nostalgic picture book—little text matter but ample captions and much creative imagination. The illustrations are impressively large, uncrowded, and of high quality. Except for a few Virginian electrics, they're all steam. Here, indeed, is a feast for steam-hungry fans and at the same time an *objet d'art* and a source of pleasure for connoisseurs of photography.

THE GREAT WESTERN RAILWAY *in the 20th Century*, by O.S. Nock, 212 pages, 6x9", illustrated, full-color frontispiece, indexed, Ian Allen (London), distributed by Leisure Time Books, P.O. Box 634, New Rochelle, N.Y., $9.25

Nock, who previously authored 32 other railbooks (is that a world record?), deals this time with one of the four big systems that now make up the British Railways. An earlier volume of his covered the same railway in the 19th century.

ON THE NARROW GAUGE, by P.B. Whitehouse, 148 pages, 6½x9", illustrated, full-color frontispiece, indexed, Thomas Nelson & Sons Ltd., 18 E. 41st St., New York, N.Y. 10017, $6

A well-informed railfan tells about narrow-gage railways of the British Isles and the European mainland. His choice of photos is commendable.

THE SKUNK RAILROAD: *Fort Bragg to Willits*, by Spencer Crump, a TAB paperback, 64 pages, 5½x8", Trans-Anglo Books, P.O. Box 2252, Los Angeles 53, Calif., $1

Well illustrated story of the California Western, with a skunk emblem.

PENNSYLVANIA RAILROAD: *The Early Days*, by Terrence Brooks, a TAB paperback, *Railway History Quarterly*, 48 pages, Trans-Anglo Books, P.O. Box 2252, Los Angeles 53, Calif., $1.25.

Nostalgic pictures and text matter.

abc LOCO SHED BOOK, 69 pages, 4x6", paperbacked, Ian Allan (London), distributed by Leisure Time Books, P.O. Box 634, New Rochelle, N.Y.,

Numbers and allocations of all the British Railways locomotives.

VALE OF RHEIDOL LIGHT RAILWAY, by W.J.K. Davies, 56 pages, 4¾x7", illustrated, Ian Allan (London), distributed by Leisure Time Books P.O. Box 634, New Rochelle, N.Y., $1.25

A delightful account of the British Railways' only narrow-gauge line.

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These books are available only by mail. Money order or check may be sent to *Railroad Magazine Book Service* (not book publisher), 205 E. 42nd Street, New York, N.Y. 10017. Here are a number of suggestions:

	List Price	Our Price
THE RUTLAND ROAD, by Shaughnessy	$10.00	($ 9.50)
ACROSS THE MIDLANDS, by Cook	$ 8.95	($ 8.40)
STEAM TRAINS OF THE SOO, by Suprey	$ 5.00	($ 4.75)
RAILWAYS IN WARTIME, by Carter	$ 6.75	($ 6.45)
J. H. THOMAS, by Gregory Blaxland	$ 9.50	($ 9.05)
MOGULS AND IRON MEN, by McCague	$ 7.95	($ 7.55)
GREAT WESTERN RAILWAY, by Nock	$ 9.25	($ 8.80)
ON NARROW GAUGE, by Whitehouse	$ 6.00	($ 5.70)
SHIPS AND NARROW GAUGE RAILS, by Best	$ 6.00	($ 5.70)
DOWN THE LONESOME ROAD, by Creger	$ 4.50	($ 4.30)
LIGHT RAILWAYS, by W. J. K. Davies	$11.00	($10.45)
SOURCES OF INFO. IN TRANSPORTATION	$ 5.00	($ 4.75)
DIESELS AND ELECTRIC TRAINS, by Cooper	$ 3.25	($ 3.00)
PGE: RAILWAY TO NORTH, by Bruce Ramsey	$ 7.50	($ 7.15)
THE RAILWAY KING, by Richard Lambert	$ 6.75	($ 6.45)
THE SPRINGBURN STORY, by John Thomas	$ 4.75	($ 4.55)
RAILFAN'S DIRECTORY, by Vane Jones	$ 3.00	($ 2.85)
HISTORIC ALPINE TUNNEL, by Dow Helmers	$12.50	($11.90)
THE LOCOMOTIVE ENGINEER, by R. Richardson	$ 8.00	($ 7.60)
FROM CAB TO CABOOSE, by Joseph Noble	$ 6.95	($ 5.65)
GREAT TRAINS OF ALL TIME, by Freeman Hubbard	$ 4.95	($ 4.70)
FAMOUS LOCOMOTIVES OF WORLD, by Hamilton	$ 3.25	($ 3.00)
UNUSUAL LOCOMOTIVES, by E. F. Carter	$ 5.75	($ 5.50)
FAMOUS UNDERGROUND RAILWAYS OF THE WORLD, by A. J. F. Wrottesley	$ 3.25	($ 3.10)
UNUSUAL RAILWAYS, by Wilson and Day	$ 5.75	($ 5.50)
MORE UNUSUAL RAILWAYS, by John Day	$ 5.75	($ 5.50)
WORLD RAILWAYS: 1962-'63 edited by H. Sampson	$20.00	($19.00)
GREAT LAKES CAR FERRIES, by Geo. Hilton	$ 6.00	($ 5.70)
THE TRAIN THAT NEVER CAME BACK (true railroad stories for 8-12 age) by Freeman Hubbard	$ 2.50	($ 2.25)
GREAT DAYS OF THE CIRCUS, by Freeman Hubbard	$ 3.95	($ 3.75)
COLORADO'S MOUNTAIN RAILROADS, LeMassena	$ 3.00	($ 2.85)
HAWAIIAN RAILROADS, by John Hungerford	$ 4.95	($ 4.70)
THE OVERLAND LIMITED, by Lucius Beebe	$ 5.95	($ 5.60)
TROLLEY THRU COUNTRYSIDE, Chandler	$12.50	($11.90)
RAILROADS AND THE ROCKIES, by Ormes	$ 6.50	($ 6.20)
RAILWAY SIGNALLING SYSTEMS, Day-Cooper	$ 3.25	($ 3.00)
TWILIGHT OF STEAM LOCOMOTIVES, by Ziel	$ 5.25	($ 5.00)
THE MA & PA, by George W. Hilton	$ 5.00	($ 4.75)
20TH CENTURY, by Lucius Beebe	$ 5.95	($ 5.65)
CANADIAN NATIONAL RAILWAYS, by G. R. Stevens, 2-vol. set	$12.50	($11.90)

"I Remember Jim Root, Hero of 70 Years Ago"

HINCKLEY FIRE. An old retired boomer named Albert N. Swain, Box 483, Evergreen, Colo., looks back to his boyhood days when he lived at Grand Island, Neb., a block from the Union Pacific tracks.

Albert Swain

"Several of us fellows would hang around the yards to watch the trains come and go," he says, "and switch engines bumping into strings of cars and the hostler putting steam engines into the roundhouse and taking them out. It was exciting.

"An uncle of mine was a Great Northern engineer living in Duluth, Minn. When I became 18 he wrote that if I would come to Duluth he'd get me a railroad job—which I wanted. So I went there and was hired as a hostler helper $1.50 for a 12-hour day. I was happy because I loved engines. When an engine came in, we would get her ready for another trip.

"An engineer named Jim Root came in with the *Duluth-St. Paul Limited* every other day. His face and neck were badly scarred. I asked my uncle about those scars and he told me about the Hinckley fire."

Hinckley was a logging settlement in the Minnesota big woods, 75 miles northeast of St. Paul. On September 1, 1894, a forest fire swept toward the village, fanned by a stiff breeze. A dense smoke curtain darkened the sky. The *Duluth Limited* pulled into town, with young Jim Root at the throttle. The frightened people crowded into it, as many as could, and Root opened the throttle wide in a desperate race to Skunk Lake, about six miles away, hoping to outrun the flames through the forest and save his crew and passengers from a horrible death.

The ties, the train itself, and even the wooden engine cab caught fire Passengers screamed in terror. A few leaped off to certain death. Root stayed at the throttle, which blistered his hands, as sparks and burning twigs blew into the hot cab. The fireman sought shelter in the water on the tender. Root managed to remain conscious until they reached Skunk Lake. Then he had to be carried into the water. Flames swept over the lake. Frantic people stood in the water beside equally terrified but harmless wild animals, until the fire had gone by. The train was totally destroyed.

Altogether, some 2,500 acres were burned out, with a death list of about 500. The exact number will never be known. Searchers found 476 blackened corpses, including the remains of 22 Indians. But for Jim Root, the list would have been much higher.

"After hearing that story." Albert Swain continues, "the man with the scars became my boyhood hero. I am proud to have known him. That was in 1901. Next spring I left the GN and hired out as a hostler on the Duluth, Missabe & Northern (now DM&IR) at Proctor, ten miles from Duluth. A year later I was promoted to locomotive fireman.

"In 1904 and 1905 I fired on the Kansas City Southern out of Mena, Arkansas. Like many other companies, the KCS used a pay-car in those days. They would pay all Kansas City employes before starting over the road. If we were working on a freight train, the hogger would stop his engine beside the pay-car. After the engine crew and head brakeman had picked up their month's pay, he would pull up so the caboose would be opposite the pay-car, and the conductor and rear brakeman would get their money.

"Later I went braking on the St. Joseph & Grand Island, but returned to Proctor again in 1909 and I held rights out of there in KCS train service until I retired in 1948. My last 32 years on the road I was a conductor, It was a common practice in those days for a man to get leaves of absence in order to work on other roads, and I took time off the KCS for jobs on the Union Pacific and the Rio Grande, both out of Denver, and the St. Paul Road out of Tacoma, Washington.

"I have bright memories of the Steam Age and a scrapbook filled with engine pictures, mostly clipped from *Railroad Magazine,* and will never forget the story of Jim Root." ●

Steve Maguire's TRANSIT TOPICS

Car No. 153, built this year, leaves Shibuya station on Tamagawa tramway line of Tokyo Express Electric Ry.
J. E. Higgins III, 1077 Santa Barbara St., San Diego, Calif.

TOKYO has a new subway station with 48 entrances and exits over a length of slightly more than half a mile.

Steve Maguire

It was opened last August 20th and is, we believe, the world's largest subway station. Running under the central shopping and amusement district, it serves all four of the city's underground railways.

This station has a wide, marble-pillared promenade about ten blocks long connecting many big theaters and department stores. Thirteen escalators lift passengers from the lowest of three levels, 65 feet below the street. To avoid congestion, no shops have been built in the giant station, but window displays of merchandise line the promenade.

The Ginza station, as it is called, is the culmination of a five-year subway expansion program costing about $170 million and is expected to serve 500,000 passengers a day. Work on the project was rushed so it would be ready before the Olympic Games opened October 10th. Tokyo now has more than 40 miles of subways, with four new lines being built. For the benefit of English-speaking tourists, all signs on the system are in both Japanese and English.

A report that streetcars would be gone from Tokyo and elsewhere in Japan this fall, which was printed in our October department, came from Lester Harlow, 29 E. Rosevear Ave., Orlando, Florida.

"My statement," Lester avers, "was based on info. picked up at several places in Japan during my visit there last April and May. The Japanese who talked with me seemed proud of their claim that the disappearance of their streetcars would speed up traffic. If Tokyo's trolleys are not gone by October, it will be because there were not enough buses available in time to replace them."

Are these people dining in a San Francisco cable car? Not at all. They are riding a famous train, the *California Zephyr*, seated in the Cable Car Room of a buffet-dome car. (Incidentally, cable car service in San Francisco is suspended between Dec. 15th and Jan. 15th to permit the installation of some new equipment.)
"Mileposts" (Western Pacific magazine)

Undoubtedly, some of Tokyo's trolley lines are being abandoned, especially in midtown, but numerous Japanese cities will continue to operate streetcar systems. The number of Japanese cities listed in Earl Clark's *Directory of World Electric Lines: 1962*, is impressive.

SAN FRANCISCO'S streetcar system, last trolley network on our Pacific Coast, has been revivified by the Bay Area Rapid Transit District, which plans to build some $50 million worth of tunnels and subways to accommodate the city's system. Rapid transit trains and streetcars will share a two-level subway between Market Street, the city's main traffic artery. Streetcars will use the top level while transit trains enter the second level from a trans-Bay tube to be built from Oakland.

At Van Ness Avenue, the transit subway will swing south to Mission Street. The upper (streetcar) level will continue under Market Street and connect with the existing Twin Peaks Tunnel. A subway connection also will be built between Duboce and Market streets

Stephen D. Maguire, P.O. Box 51, Belmar, N.J.

Car 1488 of Port Authority of Allegheny County (ex-Pittsburgh Rys.) on cross-town route 22 on Pittsburgh's north side, where urban renewal will banish the lines by next summer. Car has fresh coat of PAAC cream, gray, and red paint.

and the existing Sunset Tunnel, to carry streetcars. And at the western end of Twin Peaks Tunnel, a subway will be dug along Junipero Avenue to Sloat Boulevard. A similar extension will run from the western portal of Twin Peaks Tunnel to carry L Line cars up two blocks of Ulloa Street.

Church Street cars will leave the subway at Church and Market streets. All lines will probably surface at Davis and Market, tentative location of the downtown loop terminus. When improvements are completed, only the outer ends of the city's five car lines will be on city streets.

San Francisco's system uses PCC cars obtained from St. Louis Public Service Co. and PCC equipment built new for the municipal network after World War II. District engineers say the cars can be kept in operation during the subway work, which is expected to be finished in 1971. They have been conferring with San Francisco Municipal Railway officials about ways to convert the PCC's to multiple-unit.

Main reason for the streetcar subways, district officials say, are future plans to extend the system of computer-controlled transit cars now on the drawing boards. It will be cheaper to build the underground facilities now, engineers concur.

The foregoing info. comes from Harry W. Demoro, a longtime active juice fan, 1245 E Street, Hayward, Calif. It appears to conflict with an item in a recent issue of *Headlights* which says the fate of S.F. trolleys depends upon a $200,000 study of transit problems now being made.

Headlights, as every juice fan knows, is the illustrated monthly magazine of the Electric Railroaders' Asso., P.O. Box 80, Church Street Station, New York, N.Y. 10008. The same issue says a second *new* San Francisco cable car, No. 514, recently went into service, replacing an old car—same type except for its steel (instead of cast-iron) wheels.

BASKING in the success of its "Skokie Swift" rapid transit extension, Chicago Transit Authority now has other projects that may become realities with some of the $47 million Federal aid coming to the State of Illinois from the U.S. Mass Transit Act.

These include (according to Alex Darragh, 242 Greenleaf Ave., Wilmette, Ill.) an additional 8-mile extension of Skokie Swift northward along the abandoned North Shore Line tracks through Wilmette, Glenview, Northfield, and Northbrook. Also contemplated is a lengthening of the Logan Square line into Kennedy Expressway's median strip all the way to O'Hare International Airport.

No more of these open cars are left in Veracruz, Mexico, the last ones having been sold to juice fans in U.S.A. This one is seen passing Veracruz railway depot.

LEONARD'S Department Store in Fort Worth, Texas, has bought more land for parking space near the tunnel entrance of its trolley line. This will bring about a minor relocation of rails eliminating an S-curve. On the outer end, an additional 2-block parking area also is under way. Tracks are being extended through this portion, and the station at the end will be moved to the new terminal. The store's 5 cars continue to run regularly, and No. 6 is being readied for service, reports Jim Cumbie, 3629 Purdue St., Dallas, Texas.

UNIQUE transit scheme. We have heard no more of the suggestion that New York subways be used for freight traffic in off-hour night-time operation. State Assembly Speaker, Joseph F. Carlino made that startling proposal some time ago. Despite obvious objections to mixing freight with passenger service on such a fast and heavily-traveled system, there might be some locations along the line where such a study is worth considering. What do our readers think?

EXPERIMENTAL Skybus rapid transit system in South Park Fair Grounds at Pittsburgh, Pa., was assured with a recent increased grant for the project by the U.S. Housing and Home Finance Agency, reports James Cerny, Pittsburgh, Pa.

The Skybus, proposed by Westinghouse Electric, would use a series of short passenger cars, each about 20 feet long, coupled together and running on a concrete elevated roadway instead of on rails, electronically controlled. This test project will cost about $5 million. Federal participation now totals $2,872,000. The Port Authority will pay $886,000, the State of Pennsylvania $200,000, and Westinghouse $1,042,000. Officials hope that the test runs of only one mile will be sufficient to determine its feasibility. We will keep you posted on any new developments.

We wonder what happened to all those people who, years ago, proclaimed loudly that elevated *railways* were outmoded, decreased property values, and entailed an unnecessary expense over and above putting the same lines on the ground.

WHILE the short-sighted Port Authority of Allegheny County continues to replace its much-needed rail lines with buses, a new blow aggravates the tense Pittsburgh situation. The Pennsylvania Railroad is authorized to pull off every one of its 19 remaining rail commuter trains into the Steel City! This will compel about 3,200 frustrated commuters to find other means to transportation to and from the suburbs —and are they howling!

It doesn't make sense, of course, but that is what's happening. The re-

Dieselized streetcar, built in 1910, alternates with two steam engines of Civil War vintage in carrying visitors around Stone Mt. Park near Atlanta, Georgia.

Lightweight subway cars ordered by Toronto Transit Commission for Bloor-Danforth line now under construction. A total of 164 such cars are being built by Hawker Siddeley Canada Ltd., using new aluminum alloy from Aluminium Limited (Alcan). Photo at left shows forged aluminum transit-car wheels, supplied by Kaiser Aluminum, installed on truck of test car of Chicago Transit Authority.

cent decision of the Pennsylvania Public Utility Commission dooming the commuter trains blames the Port Authority for failing to work out some plan for integrating present rail facilities into its own transit scheme. According to PUC, there is no dispute over the vital role of rail commuter service in a coordinated mass transit system, but the Commission feels it is not right to force a railroad to lose $1,000 a day, which the Pennsy claims to be losing on its 19 trains.

AT THE TIME we said there were only three active monorails in the United States we did not know what had been done with Seattle's Monorail. We have since learned that it is active. A letter sent to *Railroad Magazine* by J. D. Braman, Mayor of Seattle, states:

"The Seattle Monorail operates continuously throughout the year. This operation is not, in the true sense, public transportation but rather is a feature of our Seattle Center, which is the former site of the Seattle World's Fair. The monorail is a connecting link between the downtown hotel, shopping, and financial district and the Center itself, which is a convention, cultural, and recreational area.

"The monorail is operated by the Seattle Center Corporation, which is a public service corporation formed to create activity on the Center. Inasmuch as the monorail was obtained without cost, and consequently has no bonded debt to service, it has been quite successful financially."

According to Wade B. Hall, 715 N. 70th St., Seattle, Wash., that monorail runs a two-car train every ten minutes of its operational day the year round. A Swiss sky ride has replaced Dallas State Fair monorail. Two other monorails have been ridden by Bob Janssen, 2700 Joppa Rd., Baltimore, Md. 21234: an overrunning type at Riverside Park, Egwam, Mass. (Springfield) and a suspended monorail at Cedar Park, Sandusky, Ohio.

IF YOU were among those present last August 15th at the East Broad Top depot in Rockhill Furnace, Pa., you witnesed the formal presentation to the narrow-gage railroad of a bronze plaque designating it as a National Historic Landmark, by order of Secretary of the Interior Udall. This little road successfully revived steam passenger service a few years ago. It also operates a streetcar (formerly Johnstown Traction No. 311) over part of a standard-gage branch line that once went to Shade Gap, Pa., six miles to the south. Both steam train and trolley operate June through October.

TROLLEY bridges and tunnels sometimes confuse motorists, especially those from other countries. One such incident occurred the other day in Philadelphia, Pa., at the trolley-subway entrance of 40th Street and Woodland Avenue. A Canadian motorist drove into it by mistake while looking for the Schuylkill Expressway, making a left turn down the paved ramp in an English-built small car. Pavement ends at the bottom of the ramp. His automobile ran onto the track. The driver was helpless until a Route 11 trolley attached a cable to his vehicle and pulled it backward out of the tunnel. A policeman gave him a traffic summons.

Art Munson, Levittown, Pa., who reported this case, says warning signs—"Keep Out—Trolleys Only!"—should be set up at such entrances.

Art also tells us that the 40-mile Reading Co. track between Logan and Fox Chase, Pa., will be electrified for MU operation by next year at a cost of $2 million. He says that speed of electrics in the Philadelphia area compares favorably with that of other juice lines in the "Megalopolis" areas. For instance, Operation Levittown trains average 44.29 miles per hour on trips over PRR tracks, while Long Island Rail Road trains to Babylon average 30, New Haven trains to Stamford 30.45 and New York Central trains to North White Plains only 26.16.

ONLY three cities still run double-deck trolleys, according to *Modern Tramway,* illustrated monthly traction publication of the Light Railway Transport League, 245 Cricklewood Broadway, London, N.W. 2, England. The recent abandonment of the large trolley system in Bombay, India, leaves only Hong Kong, China; Alexandria, Egypt, and Blackpool, England, still served with doubledeckers. Until a few months ago Barcelona, Spain, had some which were replaced by PCC cars pur-

chased from D.C. Transit in the United States.

Christmas cards being sold by the LRT League, 21 Endymion Rd., London N.4, England, include a full-color-card showing a blue Zurich tramcar and a black-and-white snow scene of a car near Wuppertal, West Germany. Colored cards, 10 for a $1 bill sent by regular mail or 6 for $1 by airmail. B&w cards, 14 for $1 regular mail, 9 for $1 by air. For personal checks add 30 cents.

Electric Publications

Following his success with *The Interurban Era*, a giant-size Kalmbach book, William D. Middleton has authored a new volume, *North Shore, America's Fastest Interurban*, with 128 pages, 8½x11", and 214 illustrations, substantially bound. This one was put out by Donald Duke's company, Golden West books, P.O. Box 91, San Marino, Calif., to sell at $7.95. Don, you may remember, was No. 15 in *Railroad's* series of *Interesting Railfans*.

Besides being well written, *North Shore* is lavishly illustrated with the clear reproductions that characterize Golden West Books. We don't need to introduce Bill Middleton. You must have read his *Interurban Era* and some of his articles in our magazine and *Trains*. His latest book recounts the whole dramatic story of the Chicago North Shore & Milwaukee, which was the alltime best-known interurban because of its favorable location and its remarkably long tenure and because it led the field with interurban innovations. Bill tells how it grew from a small Waukegan trolley line into a great high-speed system operated by Chicago utility tycoon Samuel Insull, and how it declined and fell. The author put a lot of time, effort, and expert knowledge into this job.

DIE DAY IN L. A., by Ira L. Swett, with 146 illustrated pages, 8½x11", and heavy paper binding, is a nostalgic account of the last days of the trolleys and trolley coaches in Los Angeles, leading up to their abandonment by an automotive-slanted authority March 1, 1963. Primarily a photo-book, its coverage of each of the last four streetcar lines and two trolley-coach routes is profuse, to say the least. Price, $3 from the author, 1416 S. Westmoreland, Los Angeles, Calif. 90006.

Three booklets reprinting articles from MODERN TRAMWAY monthly have been issued by the Light Railway Transport League, 21 Endymion Rd., London N.4, England, which sells the whole 3 for a dollar bill, $1 international money order, or $1.30 personal check. They are LONDON TRAM SUBWAY, 23-page illustrated story of the now-abandoned Kingsway trolley subway; 'ROUND BRITAIN BY TRAM, 32-page photo coverage of most of Britain's tramways in recent years, and PCC CARS OF EASTERN EUROPE, 16-page illustrated account of the Czech-built Tatra PCC's now operating, which reveals for the first time how many of them are serving Russian cities, and their number series.

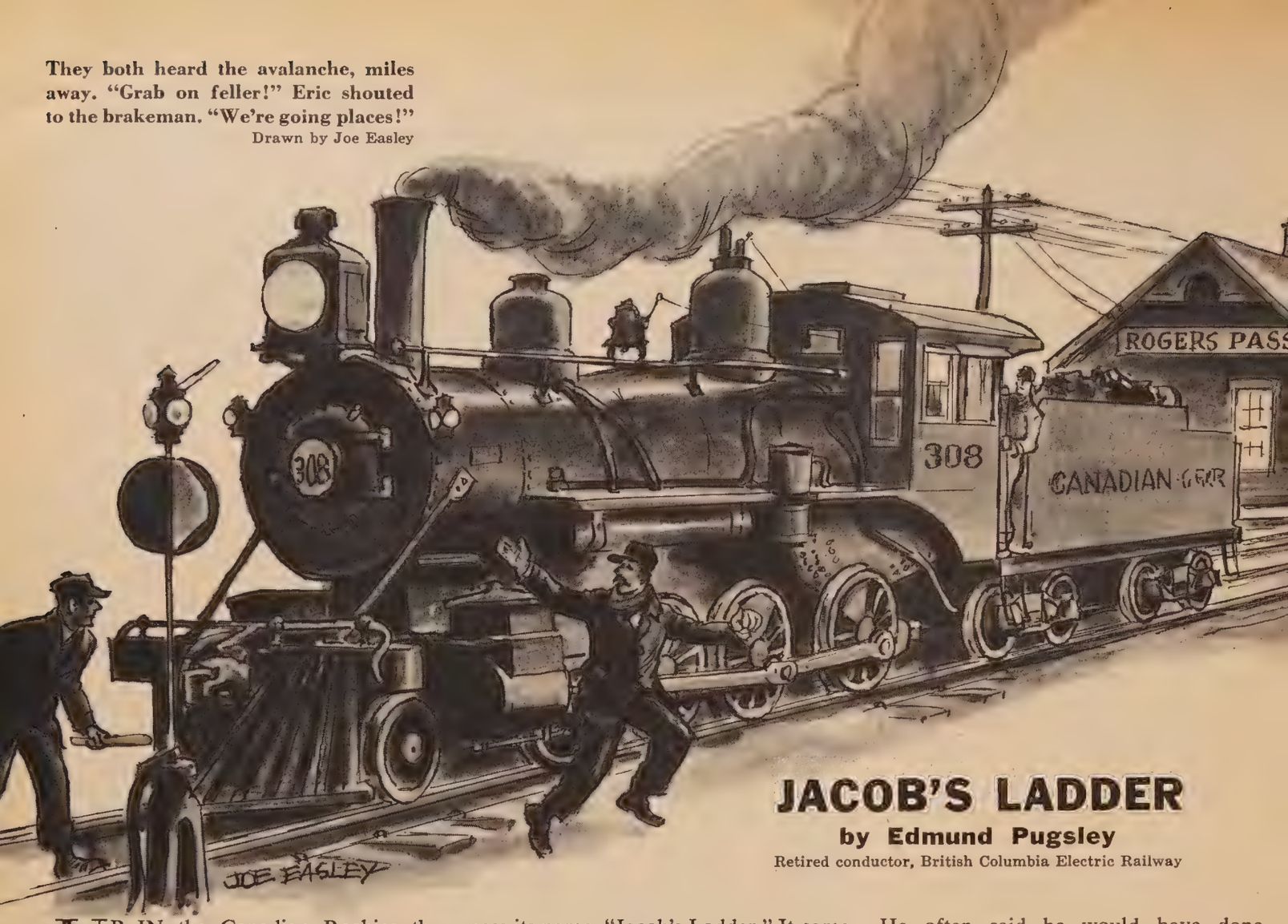
Monthly NEWSLETTER of Upper Canada Railway Society runs interesting electric rail items. For example, last May devoted 6 pages to Toronto's Yonge subway line, written by S. I. Westland. June issue had a 3-page piece on a trolley fan's experiences while riding Ontario interurbans 25 years ago. Each issue costs 25 cents from the UCRS, Box 133, Terminal A, Toronto, Ont., Canada. •

Not many senior citizens will recall this nostalgic scene in Old Market Square, Harrisburg, for the capital of Pennsylvania abandoned horsecar service in 1889.
Courtesy of Stewart Smith, 1603 Derry St., Harrisburg, Pa., and Harrisburg Home Star

Winter came early that year. We see car 21 of the old Buffalo, Hamburg & Aurora Ry. in front of Kopp's Opera House, Hamburg, N.Y., on November 15, 1900. Photo from Albert Upson (age 88), 48 Laurence Place, Buffalo, who worked on the line.

Collection of Louis V. Cotnoir, 66 Capitol St., New Bedford, Mass.

Line car S-184 of Bay State Street Railway (now part of Mass. St. Ry. system) in Abingdon, Mass., in 1905, year before *Railroad Magazine* first hit newsstands.



They both heard the avalanche, miles away. "Grab on feller!" Eric shouted to the brakeman. "We're going places!"
Drawn by Joe Easley

JACOB'S LADDER

by Edmund Pugsley

Retired conductor, British Columbia Electric Railway

UP IN the Canadian Rockies the railway has had its fill of communion with the clouds. During the Steam age, though they coughed a little from the fumes, the men who rode the steel were grateful for the tunnel that took them through a five-mile hole to escape that pass which for thirty years carried the line up and around the outside of the mountain.

The old Rogers Pass was, for many, a gate to Paradise—the Jacob's Ladder of yesterday. Oldtimers who had followed construction westward across the prairies and foothills till it dropped down the Big Hill to the Kicking Horse River in British Columbia scratched their heads in amazement when they saw the name of Eric Judson on the regular engineers' list at Donald.

Donald was the divisional point to cover Rogers Pass, and big Eric Judson was one of the youngest and most reckless runners on the whole division. Of all the men who rolled the wheels westward from Craigellachie spike, none knew better than he the hazards of railroading up and down the Big Hill, and few had been given more intimate snapshots of the Pearly Gates.

They say it was Judson who gave the pass its name, "Jacob's Ladder." It came about through Hugh Whiteley, divisional superintendent. The men called the official "Holy Hugh" because of his objections to a nip of Scotch and because he often cited the Bible to them as a rulebook.

But Holy Hugh knew his railway and he never flinched, whether he was riding the cab of a wrecker engine at breakneck speed up the winding steel trail or laying down the law of the Almighty to the men on the Hill Division.

His men were, for the most part, an independent lot. They figured that a man's religion was his own business and consisted mainly in getting a freight drag over the Hill on time, keeping a full head of steam in the boiler and a sharp lookout from the doghouse, and, if married, bringing home enough money to last from one pay envelope to the next.

Usually they worked on Sunday, so they seldom went to church except for weddings, baptisms and funerals, and maybe on Easter or perhaps to court a girl who believed in linking religion with matrimonial intentions.

Eric Judson didn't care for divine services, even to please Jane Gilmore. He often said he would have done anything else for the slender blue-eyed blonde who had captured his heart back in the days when she was a nurse in the crude log hospital at Kicking Horse Camp; but he wouldn't go to church, not even for Jane.

However, he did do this: he gave up liquor and gambling, swore off definitely and finally at Jane's request; and the whole division marveled, for the young hogger had been a hard drinker.

Not that they didn't adore the little girl themselves, down to the last man. There wasn't a single one among them who wouldn't have given his right ear, to say nothing of booze or anything else, for the privilege of putting a diamond solitaire on the nurse's finger. But for Eric to give up anything—well, they had sort of figured he was wild and uncouth, not interested in her kind.

IT wasn't because of Holy Hugh that Eric turned his glass down, although the pious super was secretly delighted at the change in him.

No, it wasn't that. Eric proved it conclusively at the time Mr. Whiteley had special racks fitted in all cabooses, shops, and stations on the Hill Division to hold copies of the Bible. When

Eric heard of this, he laughed aloud.

But Eric Judson was not laughing at religion. Not at all. He was showing profane contempt for the official trying to run the Hill Division like he ran his Sunday school down in the valley. It was one thing to give up red-eye for the love of a splendid girl; it was something else to have Bibles sprinkled along the iron pike by official order.

So Eric expressed himself in no genteel language. Mr. Whiteley heard the hogger's ridicule, and turned on him.

"You talk like a fool, Judson," he said with icy coldness. "Some day you'll have a reckoning up there on the Pass. Suppose you get caught in one of those slides. What'll you do then—laugh?"

"Why, boss," Eric drawled, winking at his fireman, Lem Kingston, "I reckon I'll just climb right on up the old ladder."

"What ladder?"

"Why, now you ought to know," came the reply, "I read in one of your Bibles about that fellow Jacob fixin' up a ladder for the angels to climb into Heaven. And a big angel like me wouldn't have so far to climb from up there on the pass—now, would he?"

The super gaped. "So you do read the Bible? Then it wasn't altogether a case of casting pearls before swine."

Before the engineman could answer he strode away.

Eric stared at the retreating official.

"Now, what do you suppose he meant by that, Lem?"

Lem didn't know, either; but from that day on, the Pass went by the name of "Jacob's Ladder"—at least among the men of the Hill Division. Railroading was serious business, and any trip might be their last. The term "Jacob's Ladder" seemed to fit the situation exactly.

But they couldn't quite understand Judson. Rather than spend his spare time in town, he was often seen riding back up the long steep grade to the Pass. There he'd prowl around the tracks between the snowsheds, staring up at the hillsides. At first the men made little tapping signs on the forehead behind his back. Nutty, that is. But in time they decided he might not be so queer after all.

In some strange way, Eric's physical animation had been transferred from cards and booze to the greater conflict between man and mountain. The deeper he probed these mysteries, the more they absorbed him.

Eric seemed to be preparing for emergencies—what Holy Hugh called "acts of God." The Hill Division gave credit for this change to the girl with laughing eyes and hair like spun gold. It must have been Jane's influence.

DURING the long months when the bleak mountains added almost daily to the depth of their winter coats, it was a man's job to keep the steel-taped edges clear between the snowsheds.

For most men, work on the Pass was something to get over with as quickly as possible. Eric faced tougher problems. It wasn't enough for him to know that the big hills did certain things to the railway. The young engineer sought to discover *why* they did them and, if possible, how to persuade the Rockies to be more agreeable.

To Mr. Whiteley it was nothing short of miraculous that the roving hogger escaped so often when the slide season was on. The pious super figured that Eric was being reserved by Providence for something special—he knew not what.

Eric would ride a train and drop off 'most anywhere, apparently without reason. And perhaps an hour or so later some watchman would put in a frantic call for the shovel, swearing that the big fellow had been right in the path of this latest slide and must be buried.

Yet always his burly figure came swinging along, hale and hearty, to criticize the plow crew or maybe lend a hand. And finally, when Mr. Whiteley decided to set up a regular crew for emergency service on Jacob's Ladder during the treacherous season, it was only logical to find Eric Judson on the engine.

With such ways of spending his time and thoughts, Eric had few friends among his fellow workers, and none of them intimate. When he began building a cabin nearly a mile down river from Donald, they took this at first as just another red signal against intimacy. But they guessed wrong.

They knew, of course, that occasional letters came to Eric from the East. And then one warm day in early May, Number 97, westbound, stopped at Donald to let off the wisp of a girl with blond hair and blue eyes.

"Where can I find Mr. Judson?" she asked. "I'm Jane Gilmore. Don't any of you remember me?"

None of them did. At least, none of the men in that little group around the depot. There was a general exchanging of stares. "Red" Bisbee, one of the extra-board hoggers, explained: "He's up on the Pass now, ma'am. Could I help you to the hotel?"

The newcomer gazed with uncertainty. "Why, yes, thanks. He promised to meet me here." Red picked up her suitcase. "There's one thing about railway men," he said, and started to walk beside her. "You can't always depend on them."

"I *should* know railway men," she said with a smile. "I've seen so many."

Red blinked. "You ain't the nurse lady from Kicking Horse Camp, are you?"

She nodded, studying his weather-beaten features. "And you are—Mr. Bisbee?"

"Red Bisbee, ma'am," he corrected.

"Tell me, do you have many accidents on the road, now that it's completed?" Jane asked.

"Plenty of them. If you want to take a little walk I'll show you the latest headstones. They're right clever—"

He broke off suddenly as he caught the strained expression on her face. The girl was gazing wide-eyed at the caboose of a work train which was just pulling out in the wake of Number 97. And from the step a huge bulk in buckskin shirt was staring back at her until the train had turned from view.

"Who—who's that man?"

"That, ma'm," said Red, "is the gandy dancer's despair. Name's Jules Baudine, the roadmaster. Sometimes he's sober. You know him?"

"No! I mean, yes. One time. Is this my hotel, Mr. Bisbee? Thanks."

Jane seized the bag from his hand and turned abruptly into the doorway.

IT was almost dark that night when Eric Judson burst into the little frame hotel where Jane had registered.

The big runner was not one to wear a heart on his sleeve, and their greeting seemed formal for a young couple separated so many months, as Eric and Jane had been.

An hour later they finished a quiet dinner of steak and potatoes and apple pie, and then he led her out into the woods along the river where the strong white moon flashed signals to them from the rapids. It was a luminous evening.

Strolling leisurely, they came upon a new log building in a clump of trees. Eric stopped and fitted a key to the door. The fragrance of newly-sawn lumber filled their nostrils as Eric pushed open the door and said proudly:

"Ours, Jane! Think you'll like it?" He struck a sulphur match to a candle and held it up. "I built it all myself, inside and out."

The candle cast weird shadows about the interior. There were rough cupboards and shelves, benches and stools, a table and a wide bunk against the wall.

"I didn't go in for fancy curtains nor such," he apologized. "I—I figured that was a woman's job, eh, Jane?"

He turned the candle to reflect it on her face, which he could see was pale and serious.

" 'Scuse me, Jane," he said. "You've been mighty silent tonight and I guess you're tired. But I 'most forgot; I ain't rightly had the proper orders from you yet. You sort of run around it when I wrote you. But we love each other, don't we, honey?"

The girl nodded slightly.

"Sure we do," he went on. "Now that you're out West again, everything'll be okay and all, and we'll start doubleheading just as soon as you say the word."

He reached out a clumsy hand for her answer, but the girl moved away.

"Sit down, Eric," she said gently. "I've something to tell you. Something you must know."

Eric studied her a moment and then sat down. He placed the flickering candle on the table, where it sent queer shadows over her golden hair and eyes. In the days that followed those shadows were to haunt him without mercy.

"Last year," she began "you almost forced me to tell you this at the hospital when you were hurt on the Big Hill. If only I had!"

She seemed to be fighting for words. "Then I went back home suddenly, you remember." Nervously she played with a locket Eric had given her. "There was another man. I had married him because my father insisted. Dad needed money to save himself from business disgrace, and this man had a tidy sum in bank. But I never loved him. *Never!* You see, I was only seventeen at the time. We *hated* each other. Finally he ran away and got a job on the Canadian Pacific.

"Three years later word drifted back to Montreal that he'd been killed in a snowslide. After that I came out to the hospital at Kicking Horse Camp, where I met you. Then I heard that this—this husband of mine—was not dead at all but had showed up in Montreal. I went back there, you remember, but did not see him. And so I came here, my darling, to tell you everything and—"

Judson stirred uneasily. "Why, now Jane, that's all right. The fellow's probably dead after all. Don't you worry, dear."

"Wait, Eric," said the girl "I'm not through. Today, when I got off the train here, I saw a man going out on a caboose. He turned to look at me. Eric, it was—it was *him!*"

The hogger squirmed. "Who? Who was it, Jane?"

"Baudine! "Jules Baudine!"

Eric strode past her to the door. For a moment he studied the heavens, dotted with crystalline stars, before he spoke.

"You're not going back with him?"

"No, Eric," she replied in a toneless voice. "I couldn't! But I must have it out with him. And, anyway, don't you see, Eric, it doesn't matter. He's still my legal husband. We'll have to give up each other."

The girl got up and laid a hand on his huge arm. "You understand, don't you, dear!" she said tenderly. "I'm terribly sorry . . ."

He didn't answer. Just stood there staring down at the rippling river. So at last she slipped past him, whispering, "Good night," and started walking back toward town.

SOME time later men were shouting and running down the river to where the sky was a wide halo of crimson. But they arrived too late to save the new log cabin of Eric Judson, the queer hogger of the Jacob's Ladder route. The cabin had become a roaring mass of flames and its owner was back in town at the Wolverine Saloon, drinking himself into a fury.

That was a spree! Within the week every man and woman in Donald was arguing its cause and effect. But their talk had no effect on Eric or his boss, Superintendent Whiteley. Holy Hugh would make no compromise with the Demon Rum. The erring engineman, he said, was definitely through on the Hill Division.

And so he might have been, had not Fate thrown the semaphore arm in another direction. It came in the form of a chinook wind, followed by a warm rain that alarmed the entire division. A chinook can mean real trouble.

Jules Baudine, the roadmaster, was up there at the Pass frantically shepherding gangs of extra men, when the woman he had seen disembark from Number 97 came up to find him.

Beside himself with work and worry, Jules bade her stay with the agent's wife at the Pass station till he could come back and talk to her. And then, sensing that the problem of slides was too much for him, the roadmaster sent an urgent plea to Superintendent Whiteley for Judson as the best man to deal effectively with the Pass that had gone amuck.

Mr. Whiteley read the message and tore it up. No drunken employee would receive consideration from him.

Meanwhile, Eric Judson was sitting in a stupor in the Wolverine Saloon when the call came. He roused slowly at the sound of the long whistle calls from the shop for the wrecker. Across the room men dropped their cards suddenly and pushed back their chairs. Two were railroaders. The other two went out to see the big hook get away, leaving Eric alone with the bartender.

The whistle was still sounding, echoing and re-echoing fearfully back from the rock wall across the river, when the saloon door was kicked open by the callboy, who bawled: "All out for the wrecker! Ninety-seven caught on the Pass! All out!" and he hurried on.

Eric half rose from his arm-chair, muttering while he studied his watch: "Nothing to worry about. Red Bisbee'll stick back into clear of the snowsheds." He settled back again and closed his eyes till a hand was shaking at his thick arm.

"Hi, Jud! The boss says you've got to come. We're short of hoggers. Hustle! They're almost ready! And Ninety-seven's buried, they say, down west of the Pass station."

Eric fumbled for his watch again. West of the station? He stared at the hands; they were stopped. He'd forgotten to wind it. West of the station, the kid said. Bad, that! What was wrong with Red? No sense at all, getting into a jam with the string of varnish. Anyone should know the mountains were tricky in this weather.

Canadian National 4-8-4 No. 6167. What sight could be prettier than a locomotive smoke-plume against a snowy landscape?
Photo by Allen A. Jorgensen (presumably moved to South Africa)

THE callboy was pushing a little black book under his nose. Eric brushed him away good naturedly.

"Nope, not going! Not gonna pull another throttle. Listen, kid! You take a hogger's advice and stay clear of women. Hear me? They're dynamite. Gwan, now; leave me alone. Hi, Joe, fetch me another rye!"

After another futile tug at the big arm, the callboy darted off. Eric was still sitting there with face of stone and eyes of agony when the door opened again. A woman's voice spoke behind him: "Eric, you've *got* to come! You're needed!"

He turned dazed eyes to the gravely beautiful face of Mrs. Whiteley, the super's wife. Swiftly his mind leaped back to a night on the Big Hill—a night such as this, when the same woman had ridden the cab with him in a race for the life of Holy Hugh against the vengeance of a pay-roll mob. She was known as "Queen Helen" then, bossing the dance-hall girls in the big tent—but no matter!

Out in the railway yard, couplings rattled and drawbars crashed together as the plow and wrecking outfit was being marshaled. "Queenie" placed a hand on the engineer's thick shoulder.

"Life plays queer tricks on us sometimes," she said softly. "I had them. Now it's you. But we can't quit. We must go on. Tonight, Eric, up there on the Pass are a couple hundred men depending on you. They know you understand those hills—"

"What's the matter with your husband?" Eric interrupted rudely. "That's his job, ain't it?"

"Hugh's going. But he asked you to go too, Eric. You can't refuse."

"He's already got Baudine," the hogger said stubbornly.

"Yes. Baudine's up there — caught somewhere with a gang of men between snowsheds ahead of Ninety-seven."

Eric jerked forward. "Killed?"

"They don't know. Jane's there, too," she added.

With a bound Eric charged through the doors and down the road where the mercy train was already moving out into the night—out and up toward the Pass, toward Jacob's Ladder.

Holy Hugh had just pulled himself into the cab and was reaching for the throttle when Eric leaped up behind him. For an instant the engineer's wild eyes swept the scene where Lem Kingston was baling coal into the firebox.

"Let me take her!" Eric boomed.

The super spoke sharply. "So you came, eh?"

"Let me have her!" he repeated.

Without another word Mr. Whiteley slipped out of his seat. The next moment the familiar hands of Eric Judson were transferring energy from the boiler of the sturdy 308 to her cylinders, with a skill that sent great showers of sparks into the valley skies and crashing echoes down the river.

WHITELEY stood behind him, grim and silent, watching every movement, each shovelful of coal that passed into the firebox from the end of Kingston's thick arms.

He saw the hogger's shaggy head leaning from his window, peering into the shadows ahead of the faint glow from the oil head lamp.

It was thirty miles to the Pass, mostly up grade. Thirty miles roared the 308 that night with stack belching fire every foot of the way. Thirty miles, with men squatted all along the train clutching shovels and general tools.

Those who rode the derrick never quite knew how they made the Pass alive that night. And from that hour on, they agitated for a speed limit on wrecking outfits. What was the use, they argued, of keeping an outfit ready, then having some idiotic hogger toss the whole batch over the mountainside?

Now that the run up the grade had cleared his dulled senses, Eric was as alert as any wild animal in hunting season, nostrils sniffing each change of air, keen eyes peering into the gloom beyond the headlamp's rays, ears set for any new sound that might come above the roaring stack.

They reached the summit and the Pass station without encountering trouble. The west slope would give them plenty, they knew. Mr. Whiteley got down to consult with the agent. Eric followed. His first question was not of the slides but: "Where's Miss Gilmore?"

"Let go my arm, you big grizzly!" the agent howled. "If you mean that nurse woman, she's gone down the Pass on Ninety-seven."

"What have you got on the slides?" Eric growled. "Know where the worst of them are?"

"Nothing since Ninety-seven left. The line's all down."

The engineer was gone then, pushing through the snow to his engine, and presently she was barking light down the main to run around the outfit. From there on, the plow would be ahead.

When they stopped over the west switch Eric got down again to run ahead a few feet and listen. There with distended nostrils he stood till the head brakeman came up to join him. And there they both heard it—that sound once heard, never forgotten—*the dull thunder of an avalanche, miles away!*

Yet only Eric heard that other crisp note intermingled, the three short blasts of a steam whistle. And only his keen knowledge and sense of position took in the peril it meant.

"Grab on, feller!" he shouted to the brakeman. "We're going places!"

The 308's stack was belching fire as he yelled, and Lem shot a startled glance at the brakeman's slim figure straightened out behind. He lurched over to the right-hand side.

"What's the idea, mister?" he demanded. "You can't do anything without a plow."

Eric laughed insanely. "You never can tell, Lem! I've got a hunch we might grab that bunch of varnished wagons by the tail and yank 'em out."

"Yeah, and maybe we can all jump plumb into— Hey, look out! We're into something now. It's Ninety-seven!"

The fireman was right. Dead ahead, as they swung around the loop, lay two red lights against the dim white snow of the hills.

"Git down there to couple, brakie!" Eric roared. "We'll try to yank the head end out of that slide."

IT'S queer how luck sits at a man's elbow for a long spell and then melts right away, leaving him high and dry. Eric saved the 97 that May night, by one of the most uncanny hunches a man could think of, when he pulled her nose from under the treacherous slide.

But in the excitement he quite forgot another enemy—a slim ridge of snow running down at the point of the loop. Lem saw it from his side and yelled a split second before he dived.

But Eric was still at his window slamming straight air to the brakes when they drove into the pile of snow that cannonaded down behind them. Drove in, and turned over to roll down with the snow, cab buried to a smothering depth. Eric Judson, master strategist and student of the Pass, had been outgeneraled!

The super, Holy Hugh, was left stranded at the station with a perfectly good plow and wrecking outfit but nothing to haul it with. Yet instead of storming vengeance on the reckless engineer, he stood trembling a moment with apprehension. Then he herded all hands to the toolhouse to man the three hand-cars they found there, and to follow the engine's mad flight.

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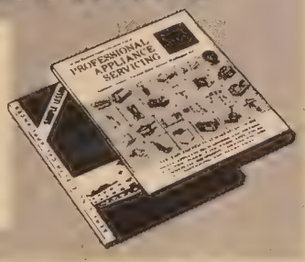

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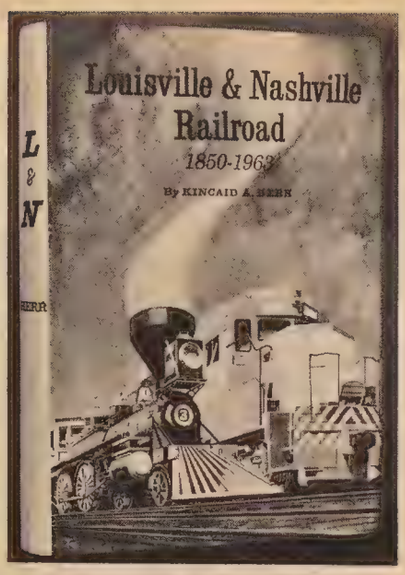

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As soon as Eric again began to take notice of things he was hearing voices. With closed eyes he gathered that Red Bisbee had been saved with his fireman, when he himself had pulled them out with the 308; but that Jules Baudine, the burly roadmaster, who had been flagging 97, was caught—and still missing—beneath tons of virgin snow.

Eric opened his eyes at last and saw Lem sitting opposite him on a coach cushion.

"Riding first class now, eh, tallowpot?" he murmured. "Where am I? How'd I get here, anyhow?"

"You'll have to thank the boss there for saving your crazy carcass," Lem replied solemnly. "If he hadn'ta dug you out from under that there hump o' snow, you'd be climbin' old Jacob's Ladder right now—clear on up to the streets o' gold."

Slowly the patient let his eyes rove around the coach, which was on the rear end of Number 97. They rested for a second on a Bible rack placed there by the super, and then passed on till they lit on the face of Holy Hugh himself, just above his own.

Eric discovered, at the same time, that one of the official's arms was beneath his head while the other was holding out a drink of steaming coffee. He struggled to rise, took a sip of the coffee, and smiled.

"Why, thanks, boss," he rumbled, thrusting out a hand that was slowly recovering its natural hue again. "That was mighty white of you."

The super let his hand be gripped for a moment, and then dropped it and hastily stood up.

"You did a good job of saving this train, Judson," he said gruffly. "Now I've got work to do. You need rest. The nurse here will stay with you."

Then he strode out through the coach, and presently Lem Kingston followed.

After the two men had gone, Jane Gilmore came over timidly from a seat across the aisle. She sat down beside Eric and quietly pressed his hand. Neither could find the words they wanted. At length the big engineer broke the silence.

"I s'pose you heard about Jules Baudine?" he said hesitantly. "He—he died like a man." Another pause. "You should be proud of your husband, passing out that way."

Jane nodded, her blue eyes shining. "I am, Eric. I'm proud of you, too; more than you'll ever know."

Somewhere from the west came the bark of an exhaust, the hoarse shouting of tired men, and the clank of tools; but Eric Judson, lying there at the foot of Jacob's Ladder, was conscious of nothing in the world except that a girl with hair like spun gold was stooping over to kiss his rough unshaven lips. ●

Louisville & Nashville's first service for EMD F-3 units bought in 1948 was as pushers on steep Elkatawa Hill between Jackson and Ravenna on Eastern Kentucky Division. Diesels waited at Gentry, Ky., to shove tonnage coal train up hill as a J-4 class Mike, No. 1769, cleared with train of empties. (L&N roster, page 50.)

Louisville & Nashville photograph

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Hospital benefits are paid for accidents starting the day your policy is issued. Covered sicknesses are those originating thirty days after policy date; TB, cancer, heart disease, female conditions, back impairments and sickness requiring surgery are covered when originating 180 days after policy date.

The policy provides a full 31 day grace period. You may renew the policy to age 75 with the consent of the Company.

EXCLUSIONS: The policy does not cover suicide, venereal disease, intoxication, criminal acts, military risks, mental disorders, dental treatment (unless for fractured jaw), maternity (except by Maternity Rider at small extra cost) and rest cures.

NO MEDICAL EXAMINATION NECESSARY

Since you fill out a statement of your personal health and mail it to us, no medical exam is necessary. These policies are issued to persons in good health and the Company does reserve the right to verify the information on your application at its own expense if deemed necessary.

SPECIAL COVERAGES MAY BE ADDED

At a small extra cost, you may add surgical or medical benefits, or maternity benefits to cover pregnancy or its complications, at home, in the doctor's office or in the hospital. Loss of Wages Benefits up to $300.00 per month are also available at low cost. For information on each, check the application blank when sending your $1.00 for the Special Offer.

SPECIAL OFFER.. ONLY $1

PAYS IN FULL TWO MONTHS OF HOSPITAL PROTECTION FOR YOU AND YOUR ENTIRE FAMILY.

MONEY-BACK GUARANTEE!

Actual policy is mailed direct to you. Examine it in the privacy of your home. No salesman will call. If you don't agree this policy is everything we say it is, return it within 10 days and your $1.00 will be refunded.

AFTER THE SECOND MONTH, pay the low premiums listed below — with savings, depending on your age, of 25% to 45% less than you would pay for the same coverage elsewhere.

BASIC COVERAGE RATES

EACH PERSON	Monthly
Age 18 to 39	$1.50
40 to 49	2.00
50 to 54	2.50
55 to 59	3.00
60 to 64	3.50
65 to 69	4.00
70 to 75	7.10
For Each Child Under Age 18	.75

FILL IN AND MAIL TODAY! *Takes only a minute*

SERVICE LIFE INSURANCE COMPANY OF OMAHA, Dept. B-77
1904 Farnam St., Omaha, Nebraska 68102

Enclosed is $1.00 for 2 months' insurance. I hereby apply for a Family Hospitalization policy for myself and those dependents, if any, as shown below.

Full Name of Applicant_____ Sex___
Address_____ Date of Birth_____
City_____ Zone_____ State_____
Occupation_____ Height_____ Weight_____

ONE POLICY **MAY INCLUDE** AS MANY AS ARE IN THE FAMILY (Applications for 1 person **may be** issued to adults only). (Please print full names of members **whom you wish** included in this policy)

	FIRST NAME • MIDDLE NAME • LAST NAME	DATE OF BIRTH MO.	DAY	YR.	HEIGHT	WEIGHT	SEX
1.							
2.							
3.							
4.							
5.							

1. Are you and all persons named herein now in good health and free from any physical defects or deformities to the best of your knowledge?

2. Have you or any other person named herein during the last five years had any medical or surgical advice or treatment or any other departure from good health? Yes_____No_____If the answer is yes, please give details_____

I have read the foregoing questions and I represent and affirm each answer to be true. I agree to accept the policy that may be issued upon this application. I also agree that the company shall not be liable for payment of any benefits upon sickness, disease, or injury, arising prior to the date of acceptance of this application. **I reserve the right to return the policy within 10 days and receive my money back if I should decide not to continue it.**

Dated this_____Day of_____19____

SIGNATURE_____
(Applicant) Head of the Family or Individual Applying Be Sure to Sign
WRITE—DO NOT PRINT

Please send information about your— Surgical/Medical Expense Rider ☐ Maternity Benefit Rider ☐ Loss of Wages Rider ☐

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Dept. 3007, 1920 Sunnyside Ave., Chicago 40, Ill.

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Chicago 40, Illinois

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Name.....

Address.....RFD or Zone.....

City.....State.....Age.....

Louisville & Nashville Roster

Locomotive listing compiled by Sy Reich

RR.	Class	Road Nos.	HP	Builder	Builder's Model	Whl. Arngt.	Tr. Eff.	Weight	Date	Notes
S-1		10	660	Alco	HH 660	B-B	50,450	201,800	1939	1
S-30		11	600	GM-EMC	SW1	B-B	50,850	203,400	1939	1
S-30		12-15	600	GM-EMD	SW1	B-B	49,425	197,700	1941	
S-2		16-19	660	Alco-GE	S1	B-B	49,250	197,000	1941	1
S-70		20-23	660	Baldwin	VO 660	B-B	48,950	195,800	1941	
S-2		24-75	660	Alco-GE	S1	B-B	49,250	197,000	1945-50	1
S-3		98-99	600	GE	70-ton	B-B	34,750	239,000	1948-9	
RS-3		100-109	1600	Alco-GE	RS-3	B-B	64,625	258,500	1951	1
RS-3		110-113	1600	Alco-GE	RS-3	B-B	64,625	258,500	1952	
RS-3		114-149	1600	Alco-GE	RS-3	B-B	64,625	258,500	1953-4	1
RS-3		150-151	1600	Alco-GE	RS-3	B-B	64,625	258,500	1953	
RS-3		152-154	1600	Alco-GE	RS-3	B-B	64,625	258,500	1953	
RS-3		170-175	1600	Alco-GE	RS-3	B-B	64,625	258,500	1953	
FS-3		176-179	1600	Alco	RS-3	B-B	64,625	258,500	1955	
FB-2		200-213	1600	Alco-GE, Alco	FB-2	B-B	59,950	239,800	1952-6	1, 4
RS-3		214-239			RS-3	B-B	64,625	258,500	1954-5	1
RS-3		240-243	1600	Alco-GE	RS-3	B-B	64,625	258,500	1954	
RS-3		244-255	1600	Alco	RS-3	B-B	64,625	258,500	1956	1
RS-3		256-264	1600	Alco-GE	RS-3	B-B	62,000	247,600	1950-2	2
RS-3		265-271	1600	Alco-GE	RS-3	B-B	62,400	249,600	1949	3
FA-2		300-321	1600	Alco-GE	FA-2	B-B	60,875	243,500	1952-6	1
FB-2		327-329	1500	Alco-GE	FB-1	B-B	57,325	229,300	1949	5
FB-2		330-331	1600	Alco-GE	FB-2	B-B	59,950	239,800	1954	4
FA-2		332-341	1500	Alco-GE	FA-1	B-B	59,375	237,500	1948	5
FA-2		350-352	1600	Alco-GE	FA-2	B-B	63,825	255,300	1952	1
FA-2		353-369	1600	Alco-GE	FA-2	B-B	63,825	255,300	1952	1
FA-2		383-384	1600	Alco-GE	FA-2	B-B	63,825	255,300	1953	
GP-7		400-421	1500	GM-EMD	GP7	B-B	59,075	236,300	1951-2	
GP-7		422-440	1500	GM-EMD	GP7	B-B	59,075	236,300	1953	6
GP-9		441-447	1750	GM-EMD	GP9	B-B	62,000	248,000	1954	
GP-9		448-459	1750	GM-EMD	GP9	B-B	64,125	256,500	1956	
GP-18		460-464	1800	GM-EMD	GP18	B-B	61,580	206,325	1960	
GP-7		500-505	1500	GM-EMD	GP7	B-B	63,325	253,300	1951	
GP-7		506	1500	GM-EMD	GP7	B-B	63,325	253,300	1952	
GP-7		507-514	1500	GM-EMD	GP7	B-B	63,325	253,300	1953	6
GP-9		515-522	1750	GM-EMD	GP9	B-B	62,910	251,640	1956	
GP-7		550-552	1500	GM-EMD	GP7	B-B	63,325	253,300	1953	
GP-9		553-554	1750	GM-EMD	GP9	B-B	63,325	253,300	1957	
FP-7		600-621 650-672	1500	GM-EMD	FP7A	B-B	64,000	256,000	1951-2	1
F-7B		700-716	1500	GM-EMD	F7B	B-B	57,500	230,000	1950-3	1
F-9B		717-720	1750	GM-EMD	F9B	B-B	58,400	233,600	1956	
F-7B		747-749	1500	GM-EMD	F3B	B-B	57,500	230,000	1948	1, 7
E-6		750-757	2000	GM-EMD	E6A	A1A-A1A	52,740	313,000	1942	
E-7		758-761	2000	GM-EMD	E7A	A1A-A1A	53,140	315,365	1945	
E-6		770-777	2000	GM-EMD	E6A	A1A-A1A	52,740	313,000	1942	
E-7		778-781	2000	GM-EMD	E7A	A1A-A1A	53,140	315,365	1945	
E-7M		790-793	2000	GM-EMD	E7A	A1A-A1A	53,140	315,365	1949	
E-8		794-797	2250	GM-EMD	E8A	A1A-A1A	55,540	333,250	1951	
F-7A		800-849	1500	GM-EMD	F7A	B-B	57,500	230,000	1950	1, 8
F-7A		900-918	1500	GM-EMD	F7A	B-B	57,500	203,000	1951	1
F-9A		919-926	1750	GM-EMD	F9A	B-B	58,500	234,000	1956	
F-7A		948-949	1500	GM-EMD	F3A	B-B	57,500	230,000	1948	1, 9
GP-30		1000-1057	2250	GM-EMD	GP30	B-B	64,000	256,000	1962-3	
GP-35		1100-1115	2500	GM-EMD	GP35	B-B	64,000	256,000	1964	
C420		1300-1305	2000	Alco Pr.	DL-721A	B-B	64,500	258,000	1964	
C628		1400-1411	2750	Alco Pr.	DL628	C-C	96,000	384,000	1964	
U25B		1600-1626	2500	GE	U25B	B-B	66,250	265,000	1963-4	
GP-7N		1700-1705	1500	GM-EMD	GP7	B-B	59,200	236,800	1950	10
GP-7N		1706-1731	1500	GM-EMD	GP7	B-B	60,500	241,990	1950-2	11
GP-7N		1750-1754	1500	GM-EMD	GP7	B-B	62,080	248,310	1950-1	12
F-71A		1800-1808	1500	GM-EMD	F3A	B-B	59,500	238,000	1948-9	1, 13
F-71A		1809-1831	1500	GM-EMD	F7A	B-B	59,500	238,000	1949-51	1, 14
FP-71B		1900-1911	1500	GM-EMD	F3B	B-B	61,250	245,000	1948-9	1, 15
FP-71B		1912-1919	1500	GM-EMD	F7B	B-B	61,250	245,000	1949-50	1, 16
S-2		2101-2104	660	Alco-GE	S1	B-B	49,500	198,000	1941, 6	17
S-80		2105-2111	1000	Alco-GE	S2	B-B	57,500	230,000	1942-6	18
S-30		2115	600	GM-EMD	SW1	B-B	49,410	197,640	1941	19
S-86		2119	1000	GM-EMD	NW2	B-B	61,610	246,440	1941	20
S-86		2120-2123	1000	GM-EMD	NW2	B-B	67,690	246,780	1949	21
S-87		2124-2133	1200	GM-EMD	SW7	B-B	61,690	246,760	1950	22
S-87		2134-2138	1200	GM-EMD	SW9	B-B	62,125	248,500	1951	23
S-85		2150-2151	1000	Baldwin	VO 1000	B-B	59,760	239,030	1943	1, 24
S-90		2160-2162	1000	Baldwin	VO 1000	B-B	61,000	244,000	1943	24
S-90		2169	660	Baldwin	VO 660	B-B	60,280	241,140	1941	25
S-80		2200-2201	1000	Alco-GE	S2	B-B	57,900	231,600	1943	
S-85		2202-2210	1000	Baldwin	VO 1000	B-B	59,475	237,900	1943-4	
S-80		2220-2224	1000	Alco-GE	S2	B-B	57,900	231,600	1949	
S-80		2225-2232	1000	Alco-GE	S4	B-B	57,900	231,600	1951	
S-86		2240-2244	1000	GM-EMD	NW2	B-B	61,000	244,000	1949	
S-87		2245-2266	1200	GM-EMD	SW7	B-B	61,000	244,000	1950	
S-87		2267-2296	1200	GM-EMD	SW9	B-B	61,000	244,000	1950-3	
S-87		2297-2300	1200	GM-EMD	SW1200	B-B	61,000	244,000	1957	
S-80		2350-2369	1000	Alco-GE	S4	B-B	57,900	231,600	1952-3	
S-80		2370-2374	1000	Alco-GE	S2	B-B	57,775	231,100	1949	26
S-4		3100-3103	400	GE	44-ton	B-B	22,000	88,000	1950	1, 27

Roster based on data from the L&N's vice president and general manager is accurate as of July 31, 1964. Locomotive builders: Alco, American Locomotive Co.; GM-EMC, General Motors, Electro Motive Corp.; GM-EMD—General Motors, Electro otive Div.; GE, General Electric; Alco-GE, American Locomotive Co. and General Electric; Alco Pr., Alco Products, Inc.

(1) These units are no longer on L&N roster: 10, 11, 19, 30-33, 41, 104, 147, 200-202, 218, 244, 246, 250, 255, 302, 307, 312, 352, 354, 357, 365, 367, 600, 602,603, 605, 607-610, 613, 616, 617, 620, 663, 664, 700-702, 747-749, 800-805, 807-810, 812-815, 823, 824, 831, 847, 911, 948, 949, 1800-1808, 1817, 1821, 1900-1911, 1916, 2151, 3100-3103.

(2) Ex Rutland 200-208, bought 4/4/63.

(3) Ex Lehigh & New England, bought 7/25/63. Nos. 652, 654-656, 658, 661, 662.

(4) 212, 213 were probably the units renumbered 330, 331.

(5) 327-329 ex-L&NE; 751-753, 332-341 ex L&NE 701-710.

(6) 422, 423, 437, 511, 513 rebuilt to GP9.

(7) Rebuilt to F7B. Ex 2550-2552.

(8) 811 rebuilt to F9A. 806 rebuilt.

(9) Rebuilt to F7A. Ex 2500-2501.

(10) Ex NC&SL 700-705. (11) Ex NC&SL 706-731. (12) Ex NC&SL 750-754. (13) Ex NC&SL 800-808. 14) Ex NC&SL 809-831. (15) Ex NC&SL 900-911. (16) Ex NC&SL 912-919. (17) Ex NC&SL 1-4. (18) Ex NC&SL 5-11. (19) Ex NC&SL 15. (20) Ex NC&SL 19. (21) Ex NC&SL 20-23. (22) Ex NC&SL 24-33. (23) Ex NC&SL 34-38.

(24) Originally NC&SL 30-35 series, renumbered 40-45 series, then 50-55 series. Three units rebuilt by GM-EMD to 1200 hp, renumbered 60-62. Nos. 50, 51 renumbered 2150-2151. Nos. 60-62 renumbered 2160-2162.

(25) Originally NC&StL 40, renumbered 69 when rebuilt by GM-EMD to 1200 hp.; renumbered 2169 when acquired by L&N.

(26) Ex L&NE 612-616. (27) Ex NC&SL 100-103. ■

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INFORMATION BOOTH

ASK BARBARA: Railroad questions are answered here by our research expert—as many as space permits. Top priority is given to subjects of general interest. Address Miss Barbara Kreimer, *Railroad Magazine*, 205 E. 42nd Street, New York, N. Y. 10017. No replies are sent by mail.

1 *When did American railroads operate the greatest number of passenger trains?*

Presumably in 1930. We say so because in that year the August issue of *The Official Guide* had more pages than any other issue before or since.

2 *I note a marked similarity in passenger timetables of the Jersey Central and the New York & Long Branch. Does CNJ have a controlling interest in NY&LB?*

Not quite. CNJ and Pennsy control jointly on a 50-50 basis. CNJ operates its own trains over the line.

3 *Why did the Long Island Rail Road recently tear down the waiting-room on the upper level of its Murray Hill station in Flushing, N.Y.? Was it due to a drop in passenger business and a move to cut taxes?*

No. Last August the New York State Public Service Commission ordered the room demolished because it had been the scene of repeated loitering, vandalism, and even sex activities, mostly late at night and mainly by juvenile delinquents, although some adults also were involved.

On many occasions fellows and girls secretly broke into the room after it had been locked up for the night, destroying railroad property and using the place as a hangout. These facts were revealed at a hearing in Albany, N.Y., about a year ago. The record shows 65 arrests made by LIRR police there for trespassing, loitering, etc., plus four arrests by city patrolmen on the more serious charge of disorderly conduct. Cost of repairing the damage caused by vandalism in 1962-'63 was estimated at $3,000.

The station is on the Port Washington line midway between 149th and 150th streets. Its upper waiting-room stood on a masonry structure spanning the right-of-way and connected with flights of steps leading to the station platforms. After the razing, brick walls were retained on both sides to provide an uncovered footbridge above the tracks. Open stairways still lead to the platforms, but there is now enough lighting to discourage illicit lovemaking.

4 *When were external live-steam pipes first used with locomotive cylinders?*

We don't know. Walter A. Lucas, retired managing editor of the *Locomotive Cyclopedia*, recalls seeing a Canadian Pacific 4-6-2 so equipped in 1906, about the time *Railroad Magazine* first hit the newsstands. Maybe some other reader saw them at an earlier date.

5 *Census for 1960 said the United States had 85 women registered as locomotive engineers. Can you tell me anything about them?*

Very little. The only two we know of are Mrs. Lois C. Beekman, secretary-treasurer of the Miami Railroad Historical Society, 811 S.W. 6th Street, Fort Lauderdale, Fla., and Mrs. Dorothy A. McLaughlin, Miami, Fla. Both belong to the Society and occasionally run the steam locomotive of its Gold Coast Railroad under supervision of the chief engineer. An article on this road by Wilbur T. Golson appeared in our Feb. '64 issue.

We could not get any information on lady hoggers from the Brotherhood of Locomotive Engineers, the Brotherhood of Locomotive Firemen & Enginemen, or the Association of American Railroads. Many years ago we published a photograph of a teen-age girl operating a steam engine on a small, family-owned common-carrier railroad, which has since been abandoned. We once saw a newspaper portrait of a lady engineer who operated an electric locomotive for some industrial company, but we don't recall the details.

Canadian National has two new GP-35 diesels, 2500 hp each, compared with 1500 to 1800 hp of present locos. Built by General Motors Diesel Ltd. and assigned to Montreal-Winnipeg freight run, 1350-plus miles, they are the mightiest diesels CN ever had. Later they will go into a motive-power pool for use anywhere on the system. Most efficient at high speeds, they can handle 92.3 percent more tonnage than 1500-hp units at the same high speed, or 70.5 more at lower speeds.

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City ..... Zone ..... State .....

6 *Could you print the words of an old poem that begins, "Over the hill to Libertyville"?*

Yes, indeed. It is called "Drag Freight" and was written by J. N. Stewart and runs as follows:

Over the hill at Libertyville, with a jangle of gearing loose,
Comes Forty-eight, the long way freight, with the little red caboose.
'Way up in front, where he bears the brunt of the sleet and swirling snow,
Old Mogul horse plods his weary course, steady and strong, though slow.
With a rattle of slack bumping down the track, 48 takes the siding, clear,
While Number Four, with a deafening roar, whistles by in her mad career.

With a heave and a strain, back on the main, 48 goes jogging along
While from frosty rail, in the teeth of the gale, the wheels fling a strident song.
With a clickety clack, a long mile back, the crummy tails the drag,
And now that night obscures the sight, the lamps replace the flag.
With jolts and jars, on the swaying cars, they're bucking the ceaseless grind,
While a twinkling light laughs at the night, from the little caboose behind.

God grant that they have right of way, with a meet or a pass for all,
Till the home yard light, with a welcome bright, flashes the last highball.

7 *New York Central public timetables list the departure time of the* 20th Century Limited *from Grand Central Terminal at 6:00 p.m. but its Hudson Division operating timetable lists the same departure at 6:01. Why?*

Grand Central always has a one-minute leeway between the public schedules and the employes' timetables to give passengers a bit more time in getting from the gate to the train.

8 *(a) How many new diesels has the Long Island acquired since your magazine published its most recent LIRR roster (Aug. '60)? (b) Give details on the Long Island's 2-8-0 Camelbacks?*

(a) LIRR recently took delivery of 22 new Alco Century 420's, numbered 200-220, and turned in the same number of FM's (1501-1509, 2001-2008, and 2401-2404). Soon it will probably get rid of its six Baldwins (403, 409-412, and 450).

(b) The only Consolidations built for the LIRR were Nos. 151-153, class H-51 (built by Brooks in 1898, retired 1928), and 154 and 155, class H-51a (Baldwin, 1903; No. 155 was retired in 1928, No. 153 in 1930). The road had other Consolidations, from the Pennsy, but they were not Camelbacks.

9 *I would like to keep my back numbers of* Railroad Magazine *in bound volumes. Where can I get binders?*

Consult the yellow pages of your telephone directory, ask any large stationery store, or write to Elbe File & Binder Co., Inc., Box 951, Fall River, Mass.

10 *List the Mallet engines on display.*

Here is a partial list: Chesapeake & Ohio 2-6-6-6 at Ford Museum, Dearborn, Mich.; C&O 2-6-6-2 at Huntington, W. Va.; Union Pacific 4-8-8-4's at National Museum of Transport, St. Louis, Mo., at National Railroad Museum, Green Bay, Wis., at R&LHS Museum, Pomona, Calif., and in Holiday Park, Cheyenne, Wyo., SP 4294 in Sacramento, Calif.

11 *Did Lima ever build locomotives with the so-called Brooks sloping piston valve cylinders?*

Not any that we know of.

12 *What is the southernmost point currently reached by a common-carrier railroad in the United States?*

Milepost 396.2 on the Florida East Coast Railroad south of Florida City,

U.S. southernmost common-carrier trackage is Florida East Coast milepost 396.2.
Photograph by Lester Harlor (see question 12)

Fla. This piece of track is still being used, despite the strike, to haul freight from an area supplying much of the winter vegetables sold along the eastern coast of the U.S. (There is some industrial trackage in Hawaii, which is further south, but no common-carrier railroad.)

The FEC once extended on to Key West, but a hurricane in the 1930's washed away much trackage, with a heavy loss of life, and the overseas rail line was abandoned. Later a motor highway (U.S. Route 1) was built over the old right-of-way, using the same bridges. Our information and photo come from Lester Harlow, 29 E. Rosevear Ave., Orlando, Fla.

13 *Which company manufactures most of the railroad lanterns and markers used in America today?*

Adams & Westlake, Elkhart, Ind.

14 *Which locomotives were the first to use universal valves and cotter piston valve conversions?*

Universal valve chests came into use about the time of World War I on rebuilt engines equipped with superheaters.

15 *What became of the Great Northern's huge electric locos known as "Big Oxen" and the Virginian's EL-2-B electrics?*

After shutting down its 72-mile electric district in August, 1956, the GN sold its 8 electric locos the following spring to the Pennsy, which made some changes in them at its Altoona Shops. Seven went into service, Class FF2, between Philadelphia, Enola, and Paoli. The eighth was kept in reserve. (See photo in Alvin F. Staufer's book *Pennsy Power*, page 299.) The VGN electrics went to the New Haven, 11 of them wheeling freight between Cedar Hill Yards and Bay Ridge, the 12th held in reserve.

One GN electric went to the UP to become the body of its experimental gas-turbine loco. The other GN electrics have been scrapped.

16 *Where can I get a poem—any one at all—about hoboes riding freight?*

This magazine has published many such poems. Two of the best ones were written by Harry Kemp: "What the Hobo Told the Brakeman" (Aug. '32) and "Side-Door Pullman" (Sept. '32). Here's his "Waiting for a Freight":

For the long train of boxcars to bump down the way
We'd waited and waited, that hot summer's day
Hobo and gaycat and work-free bum . . .
"Won't that freight ever come? Won't that freight ever come?"
Soon we got tired of waiting, and scattered to hit
The houses and stores of the town for a bit
To eat; and, in bags and in newspapers wrapped,
Brought back what we'd begged, that an old ex-cook slapped
In a battered tin boiler.

And bo, gaycat, bum,
We all sat around while we ate up the slum.
"She's having a hard time at making the grade—
Here she comes!" A far whistle announced the parade
Of the long, jostling freight with the engine in front
That stopped by the tank, with a wheeze and a grunt!

We picked out an empty and climbed up inside—
All new and just made for us hoboes to ride!
Each one of us took the soft side of a board
To rest on, as happy and free as a lord!
Too tired for a job and too lazy for crime,
We got what we looked for—a good, easy time!

17 *Tell me something about the old Texas Electric Railway?*

At its peak the TE had 276 miles of track and 347 cars but it was abandoned December 31, 1948. For further details see Steve Maguire's article in our Nov. '44 issue.

18 *What are the operating principles of the Sperry rail-flaw detector?*

There are two basic ways of testing a rail for flaws, the induction and ultrasonic methods. Sperry explains the induction method as follows: "An electrical current passed through the rail by a series 'brushes' riding the rail sets up a magnetic field around the rail. If there is any change or distortion of the field, an electrical current is generated which is amplified and indicated on a tape, which is being read continuously by the operator. Another mechanism paints the rail at the point of the magnetic distortion."

As for the other method, an ultrasonic sound of very high frequency is directed into the rail by a transmitter. When it hits the "end" of the medium through which it is traveling, the sound waves bounce back and are picked up by the receiver. The "end" can be a defect in the steel rail. Which one is used on a given section of track depends upon various conditions. Further details may be obtained by writing the Sperry Rail Service, Danbury, Conn.

19 *Where can I find retired Union Pacific steamers on display?*

This data includes engine number and type, tender number, location, and date when the UP donated her. The donations are listed chronologically.

6051 (2-8-0), 9-C-234, City of Riverside, Calif. July, 1954
3206 (4-6-2), 9-C-334, City of Spokane, Wash., April, 1955
440 (2-8-0), 7-C-140, State Fair Asso., Lincoln, Neb., May, 1955
423 (2-8-0), 7-C-111, City of Gering, Neb., July 1955
477 (2-8-0), 7-C-146, City of Salina, Kan., July, 1955
1242 (4-6-0), 7-C-279, City of Cheyenne, Wyo., August, 1955
437 (2-8-0), 7-C-280, Hall County Historical Society, Grand Island, Neb., September, 1955
561 (2-8-0), 7-C-206, City of Columbus, Neb., November, 1955
480 (2-8-0), 7-C-158, City of North Platte, Neb., February, 1956
421 (2-8-0), 7-C-110, City of Fairbury, Neb., April, 1956
460 (2-8-0), 7-C-104, City of Marysville, Kan., April, 1956
9000 (4-12-2), 18-C-109, City of Pomona, Calif., May, 1956
485 (2-8-0), 7-C-157, City of Lexington, Neb., June, 1956
407 (2-8-0), 7-C-119, Cheyenne County Historical Association, Sidney, Neb., July, 1956
6237 (2-8-0), 7-C-110, City of Hastings, Neb., July, 1956
4439 (0-6-0), 9-C-293, City of Los Angeles, Calif., August, 1957
3203 (4-6-2), 9-C-307, City of Portland, Ore., January, 1958
6072 (2-8-0), 9-C-238, Museum, Fort Riley, Kan., February, 1958
618 (2-8-0), 9-C-182, State Fair Grounds, Salt Lake City, Utah, June, 1958
481 (2-8-0), 7-C-151, City of Kearney, Neb., June, 1958
4436 (0-6-0), 7-C-253. Tabernacle Grounds, Ogden, Utah, September, 1958.

Two of the many Union Pacific steam engines that are now on permanent display: No. 9000 (4-12-2) and No. 4439 (0-6-0).
Both photos by Gerald M. Best, 511 N. Sierra Dr., Beverly Hills, Calif.

616 (2-8-0), J-R-211, City of Nampa, Idaho, August, 1958
4420 (0-6-0), 4-S-256, City of Evanston, Wyo., June, 1958
2005 (2-8-2), 9-C-190, City of Pocatello, Idaho, October, 1958
6533 (2-8-0), 9-C-197, City of Rawlins, Wyo., December, 1958
6535 (2-8-0), 9-C-188, City of Laramie, Wyo., March, 1959
2295 (2-8-2), 10-C-131, City of Boise, Idaho, March, 1959
6264 (2-8-0), 9-C-355, Utah Pioneers, Salt Lake City, April, 1959
428 (2-8-0), 9-C-355, Historical Exhibition, Greater Kansas City Area, Kansas City, Mo., December, 1959
2564 (2-8-2), 10-C-149, Mojave Foundation, Oro Grande, Calif., May, 1959
2537 (2-8-2), 10-R-124, City of Walla Walla, Wash, December, 1959
4442 (0-6-0), 4-S-206, City of Las Vegas, Nev., April, 1960
4006 (4-8-8-4), 25-C-104, Nat'l Museum of Transport, St. Louis, June, 1961
4017 (4-8-8-4), 25-C-404, National RR. Museum, Green Bay, Wis., June, 1961
4014 (4-8-8-4), R&LHS, Calif. Chapter, Pomona, Calif., December, 1961
814 (4-8-4), 23-C-108, City of Council Bluffs, Iowa, Dodge Park, Aug. 1962
4004 (4-8-8-4), City of Cheyenne, Wyo., Holiday Park, June, 1963

20 *What is a "dead man's hole"?*

That is a ditch or excavation that section men dig to assist wrecking crews to drag railroad rolling stock out of a ravine or river bed. It originated many years ago when a section boss was prodding some laborers engaged in an operation of this kind. As they dropped a heavy timber down into the hole, he ordered: "Jump 'er, boys! Bury the dead man!"

Running Extra

"As a boy in 1904, I lived in Little Rock, Ark.," writes William Colburn, 409 Lanier St., New Boston, Texas 75570, "and enjoyed watching the trains of the Choctaw, Oklahoma & Gulf (now CRI&P). I believe some of the passenger trains were pulled by 4-6-0 Camelbacks. I had prints of them, which were lost when I went into the Army in 1917. Who can supply information on those engines? Did any other road west of the Mississippi have Camelbacks?

"Walt Casler, co-author of *Climax Locomotives*, and I are working on a similiar book about Heislers," writes Jack M. Holst, 12930 N.E. Tillamook St., Portland, Ore. 97230. "We will include an alphabetical list of Heisler owners and a list of construction numbers. As the original records are missing, the compilation of these lists has taken us several years of research. We need photos of Heislers used in the

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Please write or print plainly.

University of Minnesota's GN heart-research Pullman and Milwaukee's business car *Snoqualmie* at Lincoln, Neb., for re-test of CB&Q employees tested 5 years ago in nation-wide health program. (See Ann Lerner's article, "Gandy Dancers Live Longer," in our issue of August, 1963.)
Jim C. Seacrest, 2750 Woodscrest, Lincoln 2, Nebraska

Midwest coal-mining regions and the Deep South. Also data and personal experiences with such engines. Would appreciate hearing from readers."

Writing White Pass & Yukon history, Roy Minter, 1872 Barclay St., Vancouver 5, B.C., Canada, wants info. on people who built that railway.

Words of an old poem, "Ridin' the Road," are wanted by C. G. Beaton, 3738 E. Washington St., Fresno, Calif. 93702. He says it opens like this:

When you've seen the smoke roll backward
O'er a mile of train or so
And you've felt the cinders sting your face like hail

Information on the Monotith Pacific Mid Western, an industrial road, is wanted by Frank Lester, 1415 Crestwood, Las Vegas, Nev. Our Dec. '63 issue showed this road had two 0-6-0's. Frank wants to know who built those engines and when, their class and road numbers, and details on the operation of the road itself. Does it operate any diesel power?

Request from a Southern Pacific train order operator, Jim Rice, 2979 Tapo St., Santa Susana, Calif.: "I need info. on U.S. suburban train operation, also photos of suburban cars and steam engines and accessories peculiar to steam engines on suburban runs such as extra generators and automatic train control boxes. I offer in exchange emp. tts., photos, or cash."

Some time ago we published a picture of a DM&IR caboose with a safety belt and asked who knew of other roads so equipped. This reply comes from George P. Cichanski, chief clerk, New York Central freight sales and service department, Saginaw, Mich.: "Last June, while inspecting the Central's carbuilding and repair shops at Beech Grove, Ind., I noticed that all new way-cars there had safety belts. All cabooses built in those shops since then have been so equipped. Also added were safety grab-irons suspended from the ceiling and extending the length of each caboose."

Someone asked if railroad telegraphers or station agents in U.S. or Canada were ever required to wear uniforms while on duty. John Aardema, who usually heads our *Switch List*, says signal tower operators on the Erie and the New York, Susquehanna & Western wore uniforms around the turn of the century. He himself has a metal cap plate marked *Operator*, from one.

"The Galena Division of the Chicago & North Western operated through Lombard, Ill., where the station agent was a telegrapher and had to wear a uniform with gold braid and gold buttons, similar to a conductor's uniform," writes Oscar H. Yaechs, 2924 S. 46th St., Milwaukee, Wis. 53219. "In those days he had full charge of LCL and CL freight, baggage, express, U.S. mail, and various duties such as maintaining the switch and signal lanterns, platform lanterns, and so on."

"I am making a watercolor painting of highly-decorated Erie steam engine 2565," writes Wayne Howland, Lehigh Valley engineer, 207 N. Lehigh Ave., Sayre, Pa., "and seek information about her last run and when she was scrapped. Also, I would like to get a photo of any of the three 4-4-0's that pulled passenger trains on the Tioga Division."

A history of the diesel locomotive built by the Ingalls Company that became GM&O No. 1900 is wanted by Frank M. Klock, Jr., 2034-1 Com. Det., Box 355, Stead AFB N. All we know is that this diesel was sold to a St. Louis equipment firm about 1958.

"I need help in compiling a list of the U.S. Railroad Administration locos built during World War 1," writes F. W. Trittenbach, 661 Chestnut St., Emmaus, Pa., a Reading Co. freight conductor who has been a passenger conductor on several Iron Horse Rambles and who is also a conductor on the tourist-attraction line Wanamaker, Kempton & Southern at Kempton, Pa. "I want to know which roads got which USRA engines and their numbers; also how many Russian 2-10-0's were distributed to American roads and which roads and the engine numbers." (See book *Steam Locomotives*, edited by Westcott as part of *Model Railroader's* cyclopedia group, published by Kalmbach.)

NRHS CONVENTION

by Art Knowles

David P. Morgan, editor of *Trains*, paid a generous tribute to *Railroad Magazine* by calling it the bible of railfans as well as railroaders, in addressing the 1964 convention banquet of the National Railway Historical Society. The convention was held over Labor Day week-end at Newark, N.J. It was the Society's 29th year. With a total of over 3,000 active members, as Chairman E. G. Hooper announced, NRHS is probably the world's largest railfan organization. There are 54 chapters, with applications being considered for three more. (See photo on page 59.)

Dave revealed a little of his life story. He said that while attending college at Louisville, Ky., he joined a local railfan club that later became the NRHS's Louisville Chapter. He and other club members used to hold bull sessions in the old Louisville & Nashville signal tower in that city. As we all know, he wrote articles for *Railroad Magazine* and later joined *Trains*' editorial staff. He mentioned the fine feeling that exists between railfans, fan clubs, and the magazines that serve as their spokesmen.

His talk was well received. I enjoyed especially his references to *Railroad Magazine*. Besides being an NRHS man myself, I represented this magazine as assistant editor and I beamed down on the sea of faces (400 or so) from the proud elevation of the head table.

The North Jersey and West Jersey chapters were hosts to us "visiting firemen." There were two pre-convention trips: a visit to the World's Fair, of course—in fact, that's why the convention was held in the New York area—and, to please seagoing adventurers, a voyage around New York Harbor on a chartered Circle Line boat.

On Friday evening the Railroadians of America held open house for us in their railroadiana room at the Historical Society of New Jersey building in Newark. Among the railroadiana on view at hotel headquarters was a collection of historical paintings, shipped by airline to Newark from Colorado for the convention by Otto Kuhler (No. 18 in our series of *Interesting Railfans*). The paintings were made by Kuhler, who designed many streamlined passenger trains long ago.

On Saturday we took the Jersey Central to Bay Head Jct., with a luncheon stop at the twin seaside resorts of Asbury Park and Ocean Grove. (The latter town is responsible for Freeman Hubbard's being editor of *Railroad Magazine*—that's where his parents-to-be first met.)

On Sunday we journeyed to Middletown, N.Y., home of the Empire State Railway Museum, where we rode behind its beloved 2-6-2. Seeing a real smoke trail from a locomotive stack these days is heartwarming. I'm sorry that train doesn't run the year round.

Finally, instead of risking death on the stinking, motor-cluttered concrete, we celebrated Labor Day happily and safely by riding the Lackawanna's picturesque Gladstone branch and later touring Newark's trolley lines. Maybe next month Steve Maguire's department will have a piece about that streetcar jaunt. Like Freeman Hubbard and myself, Steve is an NRHS man as well as a *Railroad* "staffer." By the way, Freeman couldn't attend the Newark convention because he was busy writing additional rail lore for a new edition of his first book, *Railroad Avenue* (originally published in 1945), which I understand will come out late this fall.

In 1965, NRHS will convene at Portland, Ore. In this connection, the Iowa Chapter is working on plans for a lengthy rail tour, partway by steam. Details later. See you in Portland next Labor Day week-end!

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HOBBY CLUB

Conducted by Sy Reich

NEARLY all of the brief items in this department came from long letters boiled down to their present size.

Sy Reich

Some interesting contributions had to be passed up altogether—for only one reason, lack of space. If we were to print in full all the letters and clippings we get from well-meaning fans, we would need a section 25 times as big as the *Hobby Club*. Same applies to the *Mail Car*. There just isn't room enough for us to print letters of more than one, two or three very short paragraphs. We like to hear from readers, of course, but bear in mind that you fellows number many thousands of people while we are only a handful. It is impossible for us to cope with a daily deluge of long letters. We just can't. So please tell us what is on your mind—in a few words.

The Steam Parade

Steam engine No. 10, formerly of the Cliffside Railroad, was last seen operating at Echo Valley Amusement Park near Greenville and Cleveland, S.C., reports Conrad Cheatham, Box 156, Abbeville, S.C. Converted to an oilburner and given a balloon stack and a larger headlight, she made 9-mile round trips daily during the 1964 season over tracks of the old Greenville & Northern with converted SAL cabooses.

Deep in the Allgash wilderness of Maine two abandoned engines, a Ten-wheeler and a Consolidation, are rusting away. Railfan Harry Worcester of Keene, N.H., eager to see them, journeyed 26 miles by canoe (with an outboard motor) and a guide, camping out in the woods. Harry went up Telos and Chamberlain lakes to the spot where the once-busy Eagle Lake Tramway ended. He says the tramway began in 1880 with rail weighing only 11 pounds to the yard, hauling lumber to the lake and then floating it to Telos Landing. The line shut down in 1908.

Nineteen years later the standard-gage Eagle Lake & West Branch RR., 17 miles long, was built to get at the pulpwood. The two engines, cars, and 60-lb. rail were hauled over ice and snow for 50 miles before being put to work. The operation ended in 1934, when the region was logged out, and the equipment has been there ever since. The engines are under cover, but their bells, whistles, number plates and air pumps have been stolen. Trees have grown up through the floors of boxcars while occasional hunters seem to have used the banjo signals as targets.

The only way to get there is by seaplane or by making the kind of rugged three-day trip that Harry Worcester made. Incidentally, Harry has a collection of 125 hand lanterns from U.S. and foreign railroads, three locomotive bells, and other railroadiana.

Besides the list of Norfolk & Western steam locos extant as printed in our August issue, three class Y6 and two auxiliary water cars were on their property at Roanoke, Va., at least as recently as early fall, reports Leslie G. Tuttle, Box 191, Rural Hall, N.C. However, they are unserviceable, he says, and two are without tenders. The numbers are painted out. One N&W official said, "The Y6's will remain intact until railfans force us to scrap them by worrying us for permission to photograph them."

N&W has one Virginian FM diesel left in VGN colors. It is not in service but can be seen and photographed from a public street. With it, according to Leslie, is an unusual N&W combine consisting of four-wheel trucks on an old standard Pullman.

Len Hutton of Victoria, B.C., Canada recently imported a 23-year-old West German mine locomotive. "Once I get her cleaned up and ready to go," he says, "she could be a popular attraction in one of our parks."

Last month's *Information Booth* listed the disposition of some Canadian steamers.

"CNR Northern-type 6200, class U-2-g, is no longer stored at Joffre, Que.," reports Douglas Campbell, 531 Roosevelt Ave., Ottawa 13, Ont., Canada. "She is now in the Canadian Pacific roundhouse at Ottawa and is now the property of the Dept. of Northern Affairs and Natural Resources. She is rusty and not in good shape. Her headlight is broken; her number plate, usually mounted under the headlight bracket, is missing; her cab is filled with piping

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and valve rods, and her connecting rods are bolted to the catwalks.

"In the same roundhouse is the CP ten-wheeler 926, class D-10-g, belonging to the same department. She is cleaner and doesn't appear to have any parts missing. Since the department referred to is responsible for historical sites and monuments, it is likely that these two engines will be restored for display purposes."

"Ephraim Shay would probably turn over in his grave if he knew that our two examples of his inventiveness were winched along by the power of Dick Thrash's telephone truck," states the *Newsletter* of the Puget Sound Historical Asso., "but would go back to his eternal rest in peace at the thought that the locomotives are well on their way to Kimball Creek, where they will be preserved and (happy thought) even operated.

"Most of the work in connection with moving Shays 1 and 2 of the Eastern Ry. & Timber Co. at Centralia, Wash., has been accomplished. About 1000 feet of track was cleared of brush, berry vines, and grass that had accumulated in 18 years. Then 300 or 400 feet of track were relaid and every fifth tie was replaced on the balance.

"A trestle over a gulch had burned. The rails were removed from this and the charred timbers were used to build a culvert. Then with the aid of a bulldozer furnished by the engines' former owner, a fill was built across the gulch and rails were relaid on this new grade. Then the Shays were moved with the winch on Fick Thrash's truck to the west side of the gulch, where they are now, about 400 feet from the Northern Pacific main line. There are still some ties to be replaced and some grass to clear, but this work will probably wait until definite plans for moving the locomotives to Kimball Creek have been completed."

A steam locomotive bell, possibly the last one available for such porposes in the East, was given recently to First Community Church of Columbus, Ohio, for use at its Camp Akita, near Logan. Salvaged from a C&O Mikado built for use during World War II, it had no clapper, but the Norfolk & Western forged one, then mounted the old bell in a frame.

The Miami Railroad Historical Society, Inc., will hold its third annual steam exposition at the Gold Coast Railroad on Nov. 21st, beginning at high noon. Admission is free. Historic and modern live-steam models of many types will operate. Locomotive 153 will supply steam and compressed air for operating the exhibits, which include traction engines, steamrollers, pumps, automobiles, marine engines, etc.

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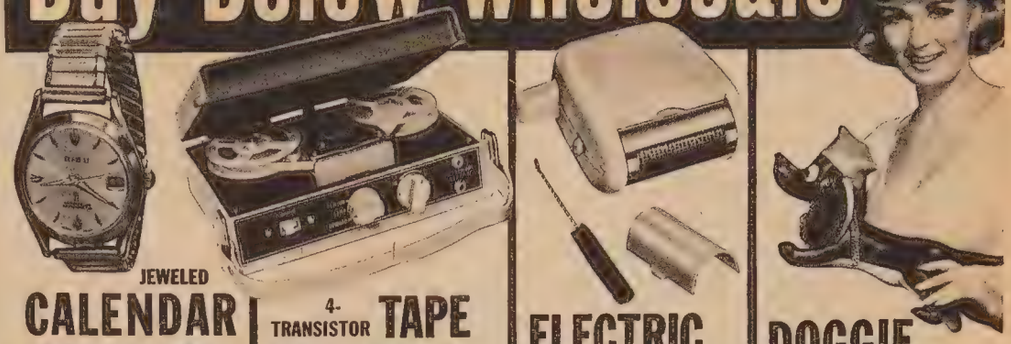

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Arthur T. Knowles

One of the high spots of the recent NRHS convention (see page 57) was a trip behind a 2-6-2 over the Empire State Museum railway line at Middletown, N.Y.

Stainless-steel "Brightliner" cars, which Budd is building, offer a new eye-appealing look for harrassed passengers on the much-overcrowded subway system of New York City Transit Authority. Each car is 60½ feet long, 10 feet wide, 12 feet high. It weighs 71,200 pounds—4,600 pounds less than the ordinary NYCTA low-alloy car. The weight saving will cut power and maintenance costs. There are longitudinal seats of moulded fiber-glass reinforced polyester, wide door openings, six overhead fans capable of delivering 3,000 cubic feet of cool air per minute, and a transistorized public-address system operated from conductor's cab.

To reach the spot by automobile, drive south on U.S. Highway 1 to S.W. 152nd Street (Coral Reef Drive), turn west four miles to the University of Miami's South Campus, and you are there. Gold Coast RR. is open to the public 52 Sunday afternoons a year; train rides every half hour.

"Your August issue carried a photo of an old Reading water tower still standing at Gordon, Pa.," writes Thomas G. Morad, Jr., 12 Irvin Ave., Collingswood, N.J. "While aboard an Iron Horse Ramble recently I looked for the tower but couldn't find it. Later I learned that it is located just beyond the crest of the 6-mile 2-percent grade to Locust Summit."

Additions to our lists of now-unused water towers still standing come from John Beach, Ward Caldwell, Charles Knoll, and Jay Lentzner, as follows: C&EI at Kinmundy, Ill.; large wooden tank and coal chute beside Soo Line roundhouse at Sault Ste. Marie, Mich.; C&O at Gorsonsville, Mich.; Pere Marquette (now C&O) at Newaygo, Mich.; Pennsy at Olean, N.Y.; C&O at Richmond, Va.; NYC at Corning, N. Y.; Quincy, Mich., and Hobson, O.; also NKP steel standpipe at Canton, O.

"Are you planning to go to Mexico to ride its narrow-gage steam power or Yucatan steam power?" writes R. Hervey Angier, Southern Pacific hogger, 143 Roselawn Pl., Los Angeles, Calif. 90042. "If so, carry with you a smallpox vaccination certificate and a tourist card, the latter obtainable for a very small fee. If you enter at Mexicali, take a through sleeper on the National Railways of Mexico to Mexico City or Guadalajara."

Steam Locomotive Parts

"For years we've been hearing that steam locomotive parts are no longer available," writes Thomas Irion, 4641

Crestwood Way, Sacramento 22, Calif. "Often this was quoted as the reason why managements of shortlines scrapped their steam locomotives and turned to diesel power.

"Some time ago I began compiling a catalog of obtainable steam loco parts. Although it is not yet finished, I have decided to offer a steam-locomotive-parts finding service to owners of operable steam power. I will attempt to find any or all needed parts. If you require such parts, specify exactly what you want, and I will check my catalog and let you know what is available. I may even have the parts on hand, but my personal stock of parts is very small. I am a college student, age 22, studying business administration for the purpose of entering the railroad field."

A Fan Worth Knowing

L. P. Cummings

L. P. Cummings, Jr. is proud of his background. "My great - grandfather, the late Capt. Albert G. Cummings, who fought in the Battle of Gettysburg," he writes, "invented and patented the interlocking switch and signal system and the railroad frog, all in common use today, and sold the patents to Westinghouse Electric for $10,000, date unknown to me."

Wilbert C. Cummings, his deceased grandfather, was a Pennsy trackman. His other grandfather, James W. Arnold, still living at age 81, worked in the Pennsy's Altoona Shops, later with a train crew. L.P. himself is a railfan. He lives at 129 Nevin St., Lancaster, Pa. 17603, and keeps us posted on news of the Strasburg Rail Road, not far away. As a member of NRHS, CERA, ERA, and Texas ERA he has developed some fine friendships through his hobby.

Miss Alice M. Cummings, only surviving daughter of Captain Cummings, is helping his search for info. on his distinguished kinsman.

"Has anyone made a sound recording of museum operations of locomotives or interurbans?" he asks. "I also want to hear from collectors of rail museum folders."

News of the Museums

The old wooden freight and passenger depot at Creede, Colo., which the D&RGW sold to the Mineral County Commission in 1961, has been converted to a museum to display local historical relics such as those of Bob Ford. It was Ford who shot and killed Jesse James in 1882 in the bedroom of

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his own home on a hilltop at St. Joseph, Mo. The famous outlaw had laid his gun belt on the bed and turned his back to adjust a framed picture of his horse, Skyrocket, that hung on a wall. Missourians branded Ford as a coward for shooting the back of a man he dared not face with a gun. The killer fled to Creede, where, ten years later, he met a violent death in a row over a woman.

After two years of travel, antique railroad coach No. 665 had been returned to its owner, the Kentucky Railway Museum in Louisville. Donated to the museum in 1957, the coach was loaned back to its donor, the Louisville & Nashville, about two years ago when the historic engine *General* was being prepared for its Civil War Centennial tours. The 1913-built coach was refurbished and made gleaming inside and out, including installation of a miniature museum in its center baggage compartment. Since then the car and the General rolled 23,738 miles over 22 railroads, with stops at 289 cities in 19 states and the District of Columbia.

The Baltimore & Ohio Transportation Museum in Bailey's Roundhouse at Baltimore, Md., closed since 1958 until reopened last summer for the 150th anniversary celebration of *The Star Spangled Banner*, will stay open as long as public interest justifies it, says Jervis Langdon, Jr., B&O president. More than 83,000 people visited the place between July 2 and mid-August.

Fall '64 issue of *The Empire State Railway Museum Story* may be bought by mail for 25¢ from Box 459, Wall St. Station, New York 5, N.Y. It is paper-backed, 8 pages, 5½x8½", with 7 illustrations. This museum is located at Middletown, N.Y., 65 miles northwest of New York City, and operates a steam-powered excursion train Saturdays and Sundays, beginning each spring and ending in late October.

A group of photographs of early trains and operations of the Sumpter Valley Railroad, collected by one of the historic narrow-gage line's engineers, has been added to the Oregon Historical Society's collection of Northwest railroadiana, in Portland, says Walt Thayer. The photos were donated by an engineer's widow.

Setouts and Pickups

An accurate and useful reference book just come out: *Complete Index to Steam, Electric, Diesel and Traction Rosters of Railroads, Rapid Transit and Streetcar Lines from Alaska to Yucatan and Beyond*, being a list of rosters printed in Railroad Magazine and other fan publications, 24 pages, 8½x11", paperbound. It was compiled by F. H. Worsfold, P.O. Box 64, El Cajon, Calif., who sells copies at $1.25 each.

Chas. Knoll reports at least one side-door caboose currently used by the Bangor & Aroostook and another on the Bath & Hammondsport. Any others?

"My railroad library," writes M. O. Skidmore, 12974 Regan Lane, Saratoga, Calif. 95070, "includes nearly 900 books, about 300 of them being fiction or juveniles. I also have a steam locomotive bell, many years of *Railroad Magazine*, complete bound volume set of *Trains*, many lanterns, framed Howard Fogg prints, other railroadiana. My want list contains over 1000 titles, about 150 of them being rail fiction. I aim to keep it out of the hands of dealers."

This idea comes from Wm. B. Young, 488 Yale Station, New Haven, Conn. 06520: "I want to hear from readers regarding the possibility of forming an at-large chapter of some nation-wide railfan group for people who have actually worked for railroads, Railway Express, Railway Mail Service, streetcar lines, etc."

"I have read every issue of *Railroad* since Vol. 1, No. 1 (Oct. 1906), starting when my father was one of the first engineers on the old New York & Oswego Midland," writes Robert F. Harding, retired U.S. Army officer, 40 Beach St., Marblehead, Mass. "I am in a position to make and sell prints from old builders' plates (Rogers, Danforth and Cooke). I have about 130 of these plates, size 14x17 or 18x30". The prints could be made on either single or double weight paper, the latter costing 3 times as much to make up. All are sharply detailed. List of each size, 25¢ postpaid."

"Some fans steal just about every kind of railroad property that isn't padlocked," writes James R. Guthrie, 20 Trent Lane, Kings Park, N.Y. "I have seen—or heard of—such birds swiping rulebooks, employees timetables, torpedoes, fusees, etc., from railroads which need them for safety operation. I even heard of one taking number plates from block signals on busy main lines! In some cases they sell their loot to hobbyists on fantrips."

An addition to our shortlines of Delaware and Maryland rosters comes from the Wheeling Steel Corp., as follows: Canton 40-41, purchased by Wheeling Steel, were numbered 1153-1154.

Ever hear of the Freelance Society for the Prevention of Cruelty to the Iron Horse? Actually, it's a one-man letter-writing crusade "for the benefit of all railroads," now in its sixth year, "just one small voice crying in the wilderness of motor mania." K. Fritz Schumacher, a former Santa Fe rail, has taken it upon himself to write to newspapers all over America and even to the President of the United States. (He got an answer from the White House). The country needs many more like him.

For $2 you can get a set of 66 beautiful postcards, all full-color and all different, showing mostly P&LE trains (both steam and diesel) and various P&LE scenes, painted by Howard Fogg, the famous railroad artist. Address Pittsburgh & Lake Erie Bldg., Pittsburgh, Pa. Or if you prefer, $2 will get you a paperbound portfolio of all the same color paintings, 11x8½"

The Lantern, edited and published monthly by David G. Pond, Box 6946, Midtown Plaza Station, Rochester, N.Y. 14604, now carries a section on narrow-gage railways in U.S. and Canada, by C. A. Stenberg, with sketches, plans, maps, rosters, and articles. Sample copy sent free on request.

Railroad Christmas cards are not too plentiful. One attractive card, painted by John Rogers, 2107 Renfrew Ave., Elmont, N.Y., showing a steam train in the snow, is included in the American Artists Group series, available at many greeting-card shops. Custom-printed steam loco Yuletide greeting cards may be had from Ray Deschenes, 903 Mohawk Rd. East, Suite 305, Hamilton,

How to turn children into railfans: let 'em have a Ride & Romp miniature train.

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Suggested Christmas or birthday gift for Junior: build him a Ride & Romp trackless train—a midget conveyance on which he can travel over the lawn, sidewalks, etc., with several playmates of both sexes. The train is about 15′ long, 18″ wide, 34″ high. Running at a safe speed of 3 mph, it could be owned and used by a single family, a nursery school, or a kindergarten. Its motive power, shaped like a steam locomotive, is said to be foolproof, with a "dead man" clutch and enclosed running mechanism.

This train is a build-it-yourself job. We understand that all material for it, including a 2½-hp engine, can be bought new for less than $125. Complete plans—25 pages of step-by-step instructions, detailed drawings, many pix, and list of materials may be had for $3.50 postpaid from Hugh Dudley's Romp & Ride Miniature Trains, 901 Cole Drive S.E., Huntsville, Ala. 35802.

"I want pen pals who like locomotives and I will trade 35mm color slides and 8mm color movies," writes one of our overseas subscribers, Lennort Nilsson, Virvelvindsgatan 20 A VII, Goteborg H, Sweden. (Editor's note: he writes good English.)

Another foreign subscriber interested in slides is Arnold Irvine Reid, Casilla 4804, Correo Central, Buenos Aires, Argentina. His latest catalog, free on request, is a very long list of 35mm color slides of streetcars, interurbans, steam locos, and electric locos, all over South America. Arnold runs what we believe is the only rail photo service in South America. (He writes excellent English.)

If you desire New Zealand steam loco builders plates, road number plates, or NZ or Australian rr. pix or books, contact Ken Cassells, Box 23, Tawa, New Zealand.

The first calendar made specifically for passenger-train fans, so far as we know, is offered by Bob Wayner, Box 871, Ansonia Station, New York 23, N.Y. It measures 10x17″ when open; has 12 fine photos of steam, diesel, and elec. passenger trains on good paper; $1.95 postpaid.

Last survivor of the wreck of "Old 97," famed in folksong, Jennings Dunlap died Sept. 22 in Alexandria, Va. He was a retired Railway Mail clerk, age 85. On Sept. 27, 1903, he'd just finished sorting mail on the Southern's southbound *Fast Mail* when it plunged off a trestle near Danville, Va., killing or injuring everyone on board except himself. ●

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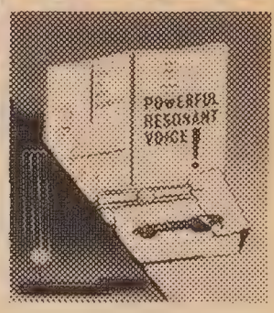

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The Switch List

THESE items are published free and in good faith, without guarantee. Keep within 28 words, including your name and address. Use abbreviation such as *tts.* (timetables); *emp. tts.* (employees timetables), and *SSE* (send 5c stamped env. for list or details).

Write each item plainly or pen-print or typewrite it on a postcard or separate slip of paper—not buried in a letter dealing with other matters. If you want pen pals, state your special interests so they will know what to write about.

A tight printing schedule compels us to close the *Switch List* long before publication date. As this magazine hits the newsstands our January department is already closed. Entries for February issue (out Jan. 4) should reach us before Oct. 19. Address Sy Reich, *Railroad Magazine*, 205 East 42nd Street, New York, N.Y. 10017.

JOHN AARDEMA, 223 Slater St., Paterson, N.J. 07501, sells 3x7 pix rare Adriatic type steam loco, 50c ea.

ELLIS ACKER, 615 W. 40th St., Anniston, Fla., wants pen pals interested in steam.

DICK ANDERSON, 334 S. Prindle, Arlington Heights, Ill., sells steam, diesel, elec. negs.; also back issues Railroad Magazine, Trains, perf. cond.

C.T. ANDREWS, 4231 S.W. 38th St., West Hollywood, Fla. 33023, sells, trades 4x5, p.c. size pix LV, RDG, CNJ, D&H, DL&W, PRR, L&NE, Pa. shortlines.

ED BAUMGARDNER, 26 West End Ave., Oneonta, N.Y. 13820, sells D&H official lists, Mdl. RRer, Vt. RR. Comm. reports, Vt. Pub. Serv. reports, D&H and Rut. pix. (SSE)

R.C. BEACH, Randolph, Minn. 55065, will sell pix, pc and size 616, CGW steam, diesel, misc. equip., many oldtimers. (SSE)

ROY BENEDICT, 2445 E. 73rd St., Chicago, Ill., sells elec. ry. maps, track plans. (SSE)

SAM BLAIR, 110 Hicks, Lelelland, Tex., seeks info. on Avery Allen, born about 1872 in Burnsville, N.C., son of Niram and Tempie Ann Allen, thought to have moved to Tenn. about 1900.

LEROY BLOMMAERT, 3950 N. Lake Shore Dr., Chicago, Ill., 60613, trades 35mm Kodachrome original slides Chi. area traction for those of Pittsburgh trolleys. Seeks CNS&M railroadiana.

ROGER BOISVERT, 2231 2nd Ave., Trois Rivieres, Que., Canada, wants any size pix CN 2187, 2190, 2192, 2196, 2339, 2348, 2350, 4048; also CP 3477, 3483, 3486, 3493, 3494, 3498, 3500, 3517.

CHAS. BORING, who used to live in Bolivar, Pa., working for PRR, write your sister, Mrs. Bessie Boring, 4114 28th St. N.E., Canton, Ohio.

ELMER BRASWELL, 1581 Melrose Dr., Atlanta, Ga., trades 8x10 pix Ga. rrs., Atl. & Savannah, L&N, for those of West.

DAVE CHAMBERLAIN, 1152 Forrest Ave., Memphis, Tenn., sells emp. tts. (SSE)

BOB CHILCOTE, 706 Johnson Ave., Bedford, Ohio 44014, wants interurban whistles, lanterns, markers, cap insigna, uniform buttons, tts., emp. tts., passes, pix.

EARL CLARK, 825 Taft Rd., Cincinnati, O., sells '64 Directory of World Trolleys. Buys Cinn. trolley color slides, movies.

BILL (age 8) and CHAS. COMERFORD, R.F.D. 78, Congers, N.Y. 10920, want young pen pals.

WARREN CRATER (CNJ engineman), 270 W. Colfax Ave., Roselle Park, N.J. 07204, sells copies of his illust. book "CNJ Album," $3.25 ea.

LU CUMMINGS, Jr., 129 Nevin St., Lancaster, Pa. 17603, wants Charlton's "Ry. Car Builders of the U.S. and Canada," Interurbans Special 24. Sells negs., pix, etc. (SSE)

JEFF DAMERST, 248 E. Waring Ave., State College, Pa. 16801, wants frt. bills of PRR, NYC, RUT, CRI&P, ACL, B&O, NYNH&H.

Mrs. NANCY DANNER, 1101 12th St., Moline, Ill., wants to hear from pen pals.

VIRL DAVIS, 81 Spring Valley Lane, Gering, Neb. 69341, trades 35 mm. and 2¼x2¼ color slides of diesels, cars, other equip., all roads.

RAL DESCHENES, 30 Mohawk Rd. W., Hamilton, Ont., Canada, sells 3½x5 to 11x14 steam pix CN, CP; buys steam negs. CN, CP, TH&B; list 10c.

WM. FAUSSER, 251 Raff Ave., Mineola, N.Y. 11501, sells emp. tts., rule bks., mags., or will trade for pre-'37 Off. Guide. (SSE)

N.F. FORD, Box 83, Exton, Pa. 19341, will sell Railroad Magazine '62-'63 Trains '58-'64. (SSE)

CHUCK FORSS, 2303 Jalencia Dr., Sarasota, Fla., buys pre-'55 Off. Guides. Wants info. on ATSF 3759 at Kineman, Ariz.

TOM FRANCIS, 702 Railroad St., Ypsilanti, Mich., trades lists of trains, incl. loco and caboose numbers.

WM. GARVEY, Bouthillier St., Conneaut, O., wants rr. antiques for planned rail museum in Galena.

BOB GREENWALT, 3643 Rosemead Blvd., Rosemead, Calif., buys and trades rr. stock, bond certificates. (SSE)

JIM HATFIELD, 728 N. Prospect, Kansas City, Missouri 64120, will sell Annis' "Ready Reference for Enginemen," 1907, recently rebound.

KARL HENKELS, 1628 N. Oakley Ave., Chicago, Ill. 60647, trades and sells orig. 35mm Kodachrome slides of diesels, cabooses, interesting cars. Buys collections.

WM. HOFFMAN II, 326 S. East Ave., Baltimore, Md. 21224, sells 5x7 steam pix B&O, WM, DM&IR, NP, etc. List 10c.

P. IHRMAN, 241 N. 6th St., Paterson, N.J., sells 35mm b&w slides LV, etc.; no list. Sample 25c. Wants pen pals interested in new superpower diesels.

BOB JONES, 131 Kendall Way, Covina, Calif. 91722, trades lanterns, locks, keys, sw. lights, marker lenses.

KEN KARD, Box 333, APO 949, Seattle, Wash., sells slides and b&w pix Alaska RR. or will trade for material or other rrs., esp. Eastern.

Miss NANCY KENNEDY (age 15), Box 481, Iager, W. Va., wants to hear from pen pals.

OWEN LEANDER, 127 Wildwood Rd., Elk Grove Village, Ill., sells orig. Kodachrome slides, 2¼x3¼ negs. Chi. area rrs. Wants CMSP&P slides.

RON LEITCH, 18707 Ferncliffe Ave., Cleveland, O., will sell books "Ralph the Train Disp." 1911, and ICS '09 reference bk. on Ry. Mail Service.

BOB LE MASSENA, 1795 S. Sheridan, Denver, Colo. 80226, trades '39-'60 steam negs., size 120, for Poor's and Moody's manuals, Western annual passes.

R. H. LEVINGS, 3430 Lake Shore Dr., Chicago, Ill. 60657, wants CB&Q Galesburg Div. tts., other items of late '20's, '30's, esp. Galva reference.

R.R. LOCKE, 8937 49th Ave., Oak Lawn, Ill., sells back issues Railroad Magazine, emp. tts.

LARRY MAPLES (age 16), 410 Club St., Joplin, Missouri, interested in pen pals.

JACK MAY, 5601 Riverdale Ave., New York, N.Y., buys, trades tkts., cash fare rcpts. of DL&W, PRR, B&O, CMSP&P, CRI&P, CN, CP, AC&HB, etc.

J. McGUAN, 8131 S. Maplewood, Chicago, Ill., buys 19th or early 20th century lanterns, car interior lights, headlights, etc.

Miss DIANE MERRELL (age 17), 12 Woodland Ave., West Asheville, N.C., wants pen pals.

AL MILLER, 3212 34 Ave. S., Minneapolis, Minn. 55406, will buy Stennett's "Yesterday and Today."

Lt. W.E. MIMS, 95th Civil Affairs Gp., Ft. Gordon, Ga. 30905, wants pix, info. on Central of Georgia steam.

ED MORAN, 3300 Netherland, Bronx, N.Y., will sell Railroad Magazine, 1938-'48; Mdl. RR. Craftsman '34-'53; Mdl. Ry. News '35-'49, etc. (SSE)

CARL MUNCK, 5010 Air Base Group, Box 503, APO 937, Seattle, Wash., sells steam pix, p.c. or size 616, D&H, other Eastern rrs. (SSE)

J.E. PARKER, Rte. 1, Box 106G, Aiken, S.C. 29801, sells, trades all size negs. Wants G&F steam pix. List 10c.

ART PICKLES, 710 Ridgeside Dr., Monrovia, Calif. 91016, trades sw. keys, lanterns, etc. (SSE)

DAVID POND, Box 9496, Rochester, N.Y. 14604, issues monthly illust. journal "The Lantern," $1.50 a year. Free sample.

DON POPE, RFD 2, New Paris, O., wants any size negs., headlight, name plate of CNS&M. Wants any size PRR steam negs, esp. 2-10-4, 2-10-2, 6-4-4-6.

TOM PULSIFER, Box 563, Wilmington College, Wilmington, Ohio 45177, wants recent B&O emp. tts., esp. western regions.

DON PUNSHON, 3360 N. Neenah, Chicago, Ill. 60634, wants Poor's and Moody's manuals.

GARY ROSTAD, 16 Portland Ave., Winnipeg 8, Man., Canada, wants words to the songs "Engine 143" and "Wreck of the 1256."

JEFF SANDERS, 729 Windsor Ave. S.W., Roanoke, Va., will buy 1/50, 12/53, 11/54 issues of Trains.

Tracks are surfaced with clam shells in New Orleans, which is 5 feet below sea level, writes Bob White, retired GTW section foreman, now 3015 De Soto St., New Orleans, La. 70199.

H. SAUYER, 610 Empire Blvd., Rochester, N.Y., sells rr. lanterns, emp. tts., tts., rule bks., passes, steam pix, old issues of Railroad Magazine, Trains, sw. locks, keys, etc.

S.D. SCHWEDLER, 1511 E Cypress St., Phoenix, Ariz. 85006, wants pix, info. on Montezuma Lbr. Co. equip., esp. 346, 271.

JIM SEACREST, 2750 Woodscrest, Lincoln, Neb. 68502, wants negs. of CB&Q, C&S, FW&D, size 616 or larger, older steam, all diesels, motor cars.

FRANK SEIFFERT, Jr., Box 21, Orange, N.J., sells Eastern steam, elec. pix. Either list and sample, 25c. Both lists, 2 samples, 40c.

Mrs. LEROY SMITH, 15 S. Ohio St., Mason City, Iowa, seeks info. on her father, John W. Monroe, CRI&P employe in Kansas City, Mo., who died 4/4/63. She asks where and how he died.

Miss RITA SNEED (age 15), Rte. 1, Box 278, Bluefield, W. Va., wants pen pals.

T. SONSTENG, 10507½ N. Division St., Spokane, Wash., sells paperweights made of 2" sections of mine rail.

WARREN STOWMAN, 2102 Eastburn Ave., Philadelphia, Pa. 19138, will buy or trade for 10/52 issue of Mdl. RRer.

D.W. TAYLOR, 114 Erdenheim Rd., Philadelphia, Pa. 19118, sells railroadiana of RDG, CNJ, PRSL, Pennsy. (SSE)

JOE TOTH, 4405 Wallcraft Ave., Tampa, Fla. 33611, wants any size pix MKT, also Chapman rr. series fiction bks. Wants to hear from MKT emp., esp. in Dallas-Ft. Worth area.

Mrs. R.G. TRAVIS, 4410 S.E. Hull Ave., Milwaukie, Ore., wants to hear from descendants of John and Chas. Travis, brothers of her father-in-law.

Miss GRACIELA TREVINO (daughter of Missouri Pacific employe), Box 1261, Pearsall, Tex., has written song, "To Kennedy, Our Love," set to music produced by Crown Music Co. of N.Y. City as recording and as sheet music. She sells both, $1 each.

Mrs. BARTON VAN SANDT, 2111 St. Charles Ave., New Orleans, La., seeks info. on Cliff Hazelwood, born 1901, and his wife Nancy, believed to have moved from Va. to Ky. and then Illinois. Also wants info. on Harriett Standard Hazelwood, born 1902.

WALT WEART, 10411 Diversey Ave., Melrose Park, Ill. 60164, sells pix steam, elec.; list 15c.

CARL WEBER, Jr., 1801 Cody Dr., Silver Spring, Md. 20902, wants pix WM steam loco 725, class H-7a, quality action pix. Buys. sells, trades for WM pix. (SSE)

BOB WEBSTER, 5244 Dunbar St., Vancouver 13, B.C., Canada, wants any size prints British Columbia Elec. and Nelson St. Ry.; has want list.

Miss BONNIE WILLIAMSON (age 16), 1323 S. 11th St., Waco, Texas, desires pen pals.

DENNIS WOZNICZKA, 1804 LaPorte Ave., Whiting, Ind. 46394, trades, sells tts, emp. tts.; list free.

WALLY YOUNG, 3053 Admirals Rd., Victoria, B.C., Canada, buys ERA and UCRS bulls. on Canadian traction. Sells or trades pix and slides of Canadian, U.S., Mexican trolleys. List free.

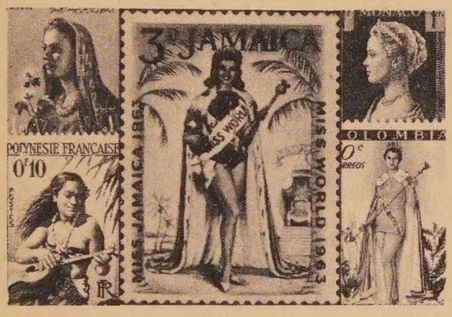
Miss VIRGINIA ZIMMER, 3234 E. Harvard, Phoenix, Ariz. 85008, sells 10x14 steam action reproductions of watercolor paintings B&O, CB&Q, C&NW, Magna Copper, PRR.

(*Concluded on page 66*)

men's mart

All products shown here may be obtained directly from indicated sources. Send check or money order with your order. Manufacturer will refund full purchase price on prompt return of unused, non-personalized lines. This department is not composed of paid advertising.

GRENADE LIGHTER, combat-size, is built to exact specifications in dimension, weight and balance of heavy silver-tone metal. Pull the pin—presto!—it seemingly explodes into a flame for your cigarette. It's 4¾" high and weighs ¾ lb. Just $3.98 ppd. Big Three Enterprises, Inc. Dept. RS, 1109 Sixth Ave., New York 36.



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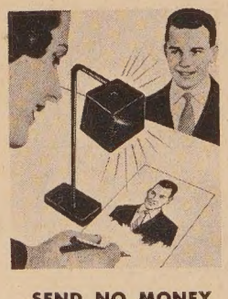

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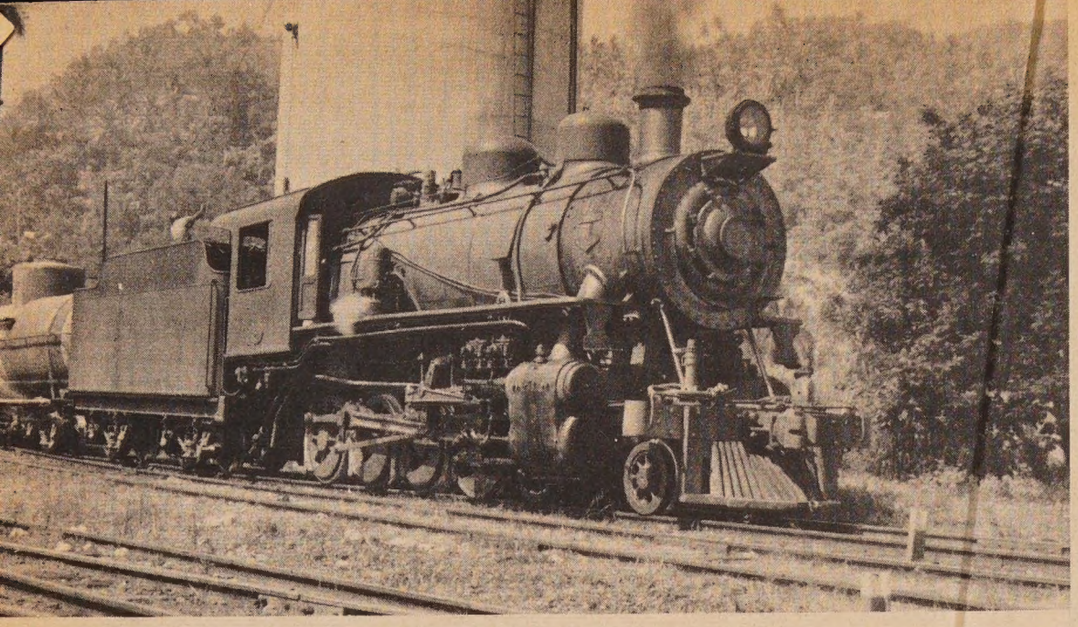


No. 64, one of the two remaining steamers of Jamaica Government Railways, is a 4-8-0 (Canadian Loco. Co., 1944). System is being fully dieselized this year.
F. Thomas Walsh, 28 Home Rd., Hatboro, Pa.

DICK ZMIJEWSKI, 640 56 St., Brooklyn N.Y., trades 2¼x3¼ negs. LIRR, NYNH&H, PRR, or shortlines, for those of CNJ, esp. in south N.J. and Penna.

BILL WAGNER, P.O. Box 842, Richmond, Ind. 47374, buys tts., maps. Send lists.

CALVERT BOYDEN, 171 P Street, N.W., Washington, D.C., wants photo of N&W K2 Mt. type pass. loco.

JIM ANGEL, 328 21st St. S.W., Mason City, Iowa, wants pix or slides M&StL 0-6-0 No. 65, 66, or 67; also other Iowa M&StL steam items.

FRANK DONOVAN, 114 W. 45th St., Minneapolis, Minn. 55409, wants info., tts., house organ, pix, etc., on Kan. City, Mexico & Orient RR for book he is writing with John Kerr. Also items and anecdotes on Arthur Stilwell, its builder.

TED THOMPSON, Jr., 2006 Blaine St., Williamsport, Pa., sells or trades-emp. tts., tr. orders, rulebooks of PRR, NYC, E-L, CN, RDG, B&O, ATSF for PRR, NYC tr. ords., emp. tts. (SSE)

ALDEN DREYER, Wales, Mass., will sell 450 issues Ry. Age, Ry. Progress, Short-Line RRer, Steam Loco., 25 rr. bks., ICS steam loco course, all for $50 plus shipping cost or will swap for certain other rr. mags., bks.

TOM MULLAHEY, 933 E. Centre St., Mahanoy City, Pa., sells large selection rulebooks, old tickets; state wants.

ROGER GRANT, 510 S. Main St., Albia, Iowa 52531, wants CB&Q emp. tts. from Brookville, Centerville, La Crosse, and Wymore divs.; also brass baggage checks, expr. and rr. brass wax seals.

W.R. SWANSON, 5729 27th Ave., N.E., Seattle, Wash. 98105, sells or trades back issues Railroad Magazine, Baldwin Locos mag., size 616 steam negs., PRR, NYC calendars, Mod. RRer, Trains. Wants Bald. catalogs, Trains.

DON LEWIS, 7 Charles Rd., Winchester, Mass., will sell bks. "Mileposts on Prairie," "Lackawanna Story," "Trains Rolling," "High Green and Bark Peelers."

BOB GORDON, 334 Kennerly Rd., Springfield, Pa., sells pix, tts., transfers, other railroadiana of PTC, PSTC., etc, incl. Liberty Liners.

EDW. BEAVER (WM condr.), P.O. Box 3311, Harrisburg, Pa. 17105, will give free packet of real tr. orders, wheel reports, switch slips, etc., as long as limited supply lasts, to each person who sends 5c stamp (not env.). (Ed. note: we suggest you don't write him after Nov. 5; supply will probably be gone then.)

ROBT. BAKER, Gen. Delivery, Petawawa, Ont., Canada, wants any size action pix of CN 3254, 3239, 4100, 5702, 6015, 6153, 6077, 6060, 6200, 6400, 5700, 5107, 6069, 3377, 6039, 6213, 6001, 6043, 5588.

RON SIMS, 1321 Story St., Boone, Iowa 50036, wants phots, negs., info. on M&StL diesels.

AL STAUFER, Rte. 4, Box 145, Medina, O., wants C&O steam, diesel action and human-interest pics to use in new book he is writing.

ROLAND DANPHINAIS, 12084 Consineau, Montreal 9, Que., Canada, wants dates of streetcar abandonments in all Canadian cities.

ALDEN MILLER, 3212 34th Ave. S., Minneapolis, Minn. 55406 wants CNW history "Yesterday & Today" by Stennett.

BILL CARRUTHERS, 58 Princeway Dr., Scarboro, Ont., Canada, buys, sells, trades steam negs., sizes 620, 616, Canadian and US rrs; free list, state wants.

DON DIETRICH, 9508 15th Ave., NE. Seattle, Wash., seeks material on Mt. Hood RR, also wants to contact someone familiar with AVR at Presque Isle, Me.

BEN SMITH, Box 34, Brooklyn 13, N.Y., sell Lionel, AF catalogs '29-'60, back issues Railroad Magazine, model mags., Trains; PRR, NYC wall calendars, Loco Cyclopedias.

BOB BOWES, 4248 Alden Dr., Minneapolis, Minn. 55416, trade his bus items for streetcar stuff.

D.W. TAYLOR, 114 Erdenheim Rd., Philadelphia, Pa. 19118, buys, sells, swaps much RDG railroadiana; answers all mail.

A.L. TANKOCICH, 2549 Avalon Pl., Columbus 19, O., wants color diesel prints, any rr., esp. shortlines; write.

JOHN SULLIVAN, 750 Elk Spur St., Elkin, N.C. 28621, wants orig. color slides and color negs. of ACL purple and SR green diesels.

MISS RUTH LATTRALLE, 1500 5th Ave., Watervliet, N.Y. 12189, wants to hear from persons interested in rr. songs and rr. poetry club.

ED McLAUGHLIN, 3512 Rashto, Ft. Worth, Tex. 76109, buys, trades 35mm orig. steam slides: NdeM, FCM. Wants esp. FCM 121, NdeM 1577, 3354.

STAN CREWS, Rte 7, Box 797, Pensacola, Fla. 32506, sells back issues Ry. Review, Modern Tramway, Electric Traction, Ry. Progress, etc., 1946 to present. State wants.

WAYNE SCOTT, 2026 S. Dakota St., Sioux Falls, S.D., wants GN steam action photos.

CHAS. HESELTINE, 445 Preble St., South Portland, Maine, will trade pix 100 Portland-Lewiston interurban and all 54 Maine street rys. Answers all mail.

ROGER ARCARA, (author of "Westchester's Forgotten Ry."), 183 East Main St., Ramsey, N.J., sells photo equip. for railfans: sizes 116, 616, 122 cameras, reconditioned, guaranteed. Free list.

RONALD KINUM, 7671 Quebec Dr., Huntington Beach, Calif., wants info. on Rut. steam power, rolling stock, general info.

RON BAKER (age 15), 414 Lyceum St., Rochester, N.Y. 14609, wants teen-age pen pals.

T.E. CHUDOBA, 125 Hampden Rd., Rochester, N.Y., buys pix and other railroadiana on approval.

GERRY BURRIDGE, 65 Cremazie West, Quebec 6, Que., Canada, wants pix, negs., info. on QRL&P, QCR, CP Mallets, Camelbacks, 4-4-2's. Sells, trades pix of these and other roads.

W.C. THURMAN, 4733 Morganford Rd., St. Louis 16, Mo., sells size 120 negs. Alton, C&EI, Wabash, IC; will trade for negs. of same quality.

Model Trading Post

RUSS CHRISTIANSEN, 76 Yarmouth Rd., Rochester, N.Y. 14610, will sell Lionel 022 switches, track, locos, cars, accessories, or swap for HO equip. Free listing available.

HUGH DUDLEY, 901 Cole Dr. S.E., Huntsville, Ala., sells plans for 14' three-unit lawnmower-powered frt. train. Brochure 25¢.

E. LARSON, 6615 S. Bell Ave., Chicago, Ill., will sell pre-war streamline Lionel 1688 loco, 3 frt. cars.

J.R. LAUGHLIN, 33-R Winthrop St., Rehoboth, Mass., sells steam locos 3½" to 2' track gage. Pix, details $1.

PAUL MATUS, 43 Marlborough Rd., Brooklyn 26, N.Y., sells rapid transit models. New 32-page booklet 60¢. Catalog BMT models 15¢.

JOE MOONEY, 206 Andover St., Wilkes-Barre, Pa., trades, sells O and HO rail. Wants to hear from OO fan in Wyoming, Pa.

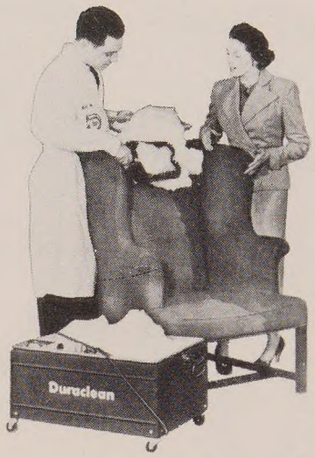
BOB WILSON, 12782 St. James Dr., Mantua, Ohio 44255, will sell 4-4-0 live-steamer, 1½ in. scale, about 2/3 built, plus all material needed to finish job.

PAUL WOLFRAM, 912 N. 4th St., Grand Forks, N.D., sells O gage Walthers pass. coaches, old issues Railroad Magazine, model mags., Nat'l Geographic from '30's. ●

Statement of Ownership

Statement of Ownership, Management and Circulation (Act of October 23, 1962; Section 4369, Title 39, United States Code) 1. Date of filing October 1, 1964. 2. Title of publication, Railroad Magazine. 3. Frequency of issue, Monthly. 4. Location of known office of publication, 205 E. 42nd Street, New York, New York, 10017. 5. Location of the headquarters or general business offices of the publishers, 205 E. 42nd Street, New York 17, New York. 6. Names and addresses of publisher, editor, and managing editor: Publisher, Henry Steeger, 205 E. 42nd Street, New York 17, New York; Editor, Freeman Hubbard, 205 E. 42nd Street, New York 17, New York; Managing Editor, None. 7. Owner, Popular Publications, Inc. 205 E. 42nd Street, New York 17, New York; Henry Steeger, 205 E. 42nd Street, New York 17, New York; Shirley M. Steeger, 205 E. 42nd Street, New York 17, New York. 8. Known bondholders, mortgagees, and other security holders owning or holding 1 percent or more of total amount of bonds, mortgages or other securities, None. 9. Paragraphs 7 and 8 include, in cases where the stockholder or security holder appears upon the books of the company as trustee or in any other fiduciary relation, the name of the person or corporation for whom trustee is acting, also the statements in the two paragraphs show the affiant's full knowledge and belief as to the circumstances and conditions under which stockholders and security holders who do not appear upon the books of the company as trustees, hold stock and securities in a capacity other than that of a bona fide owner. Names and addresses of individuals who are stockholders of a corporation which itself is a stockholder or holder of bonds, mortgages, or other securities of the publishing corporation have been included in paragraphs 7 and 8 when the interests of such individuals are equivalent to 1 percent or more of the total amount of the stock or securities of the publishing corporation. 10. Average no. copies each issue during preceding 12 months. (A) Total no. copies printed, 50,436. (B) Paid circulation: (1) To term subscribers by mail, carrier delivery, or by other means, 3,390. (2) Sales through agents, news dealers, or otherwise, 23,406 C. Free distribution by mail, carrier delivery, or by other means. 375 D. Total no. of copies distributed. 27,171 Single issue nearest to filing date A. Total no. copies printed 50,761 B. Paid circulation 1. To term subscribers by mail, carrier delivery or by other means. 3,400 2. Sales through agents, news dealers, or otherwise. 23,800 C. Free distribution by mail, carrier delivery, or by other means. 375 D. Total no. of copies distributed. 27,575 Signed, certified, correct and complete, Henry Steeger, Publisher

Would You Like to Take in $140 after Supper?



This is exactly what L. Burnett did while still employed. Here are his own words:

"I worked at my Duraclean business part time until I saw that I could make as much in a week as my job paid for a whole month. One night, after supper, I took in $140. Since going full time, I've had single jobs running $300 and more."

Mr. Burnett and one helper serviced this $140 "after-supper" job. The national price guide provides a Duraclean dealer a gross profit of $6 per hour on EACH serviceman plus $9 per hour on any service he himself renders. Your income is limited only by the number of servicemen you employ.

To own a business is much easier than you think. We show you how . . . step by step. The 24 page fully illustrated booklet we'll mail you (with no obligation) explains how most of your gross profit becomes a *clear net profit* to you.

Start while Continuing Present Job

We furnish all the equipment...and help finance you

If you've wanted to BE YOUR OWN BOSS . . . to become financially independent . . have a fast growing income . . and own a Nationally Advertised business, now YOU CAN.

You can stay at your present job while your customer list grows . . then switch to full time, lining up jobs for your servicemen to do.

One small job a day brings a good starting income. As you add full or part-time servicemen, your income is limited only by your own effort.

Dealers operate from a shop, office, or their home. Equipment is portable . . the electric Foamovator converts to a convenient carrying case.

At the start, you may want to render service yourself . . . or you can start out with servicemen. This business is easy to learn . easy to start . . so easy to service that women dealers often do it. We prefer you have no experience . . not have to "unlearn" old methods.

We are NOW enlarging this worldwide system of individually-owned service businesses. If you are reliable, honest and willing to work to become financially independent, we invite you to mail the coupon.

It's Easier than You Think to Start Your Own Business

When you receive our illustrated booklet, you will see the way we show you **step by step** how to quickly get customers . . . how to steadily build more customers from their recommendations.

All six services are rendered "on location" in homes, offices, hotels, theaters, churches, clubs, motels and institutions.

These superior, safer and convenient methods spread Duraclean dealerships throughout North and South America, Africa, Portugal, England, Israel, Norway and many other countries.

National Magazine advertising explains the superior merits of your services, builds your customer confidence and brings job leads to you.

We and a Duraclean dealer will train you and assist you. He'll reveal his successful, proven methods. We show you all you need to know.

You have pre-tested newspaper and yellow-page ads, commercials, and a full mailing program.

Furnishings stores, insurance adjustors, and decorators refer jobs to our dealers. These year 'round services are in constant demand.

TODAY is the time to reserve a Duraclean dealership . . **before** someone takes your location.

Start Small, Grow Big . . . in this Booming Business

Many men have said to us, "I can't afford to give up my job till I know I have a sure thing . . . a sound business that will provide both security and a better living for my family."

That made sense to us so we worked out such a plan . . . and those same men are now enjoying Duraclean dealerships in many communities. You don't experiment. You use **tested, proven** methods. **You have our backing and "know how."**

Does this appeal to you? Don't decide now. Mail the coupon so you'll have the facts to decide wisely. There is no obligation whatsoever. You will then know whether this is what you want.

You can start small and grow big just as we did. A third of a century ago Duraclean was an idea . . . but it caught fire and spread rapidly to a worldwide service. It spread because it was based upon (1) **superior processes** and (2) **proven customer-getting methods.**

Our first service, the care of carpets and upholstery, exemplifies these superiorities. It not only cleans; it enlivens the fibers . . . revives dull colors. Pile rises with **new life.** Furnishings are used again in a few hours.

There's no machine scrubbing. No soaking. Duraclean cleans by absorption. Mild aerated foam lightly applied, lifts out dirt grease and many unsightly spots like magic.

Government figures show service businesses growing faster than industries and stores . . . $750 million yearly potential just in rug and furniture cleaning. You have 5 **other services.**

Space here will not permit describing your other services but they are fully explained in the free booklet we'll mail you. You have six opportunities for profit on every job.

A few hundred dollars establishes YOUR OWN business. A day's profit more than takes care of the monthly payments we finance for you.

Men frequently take in partners.

We furnish electric equipment and enough materials to **return your TOTAL investment.** If you have good habits and know the importance of customer satisfaction, you can likely qualify for a Duraclean dealership.

It's been said, "Opportunity knocks but once at every man's door." This could be that one rare opportunity in your life.

It is surprisingly easy to learn this business. You can decide from the information we will send you whether to apply for a dealership. So, with no obligation whatever, mail the coupon TODAY.

Own a Nationally Advertised Business

•

Your Services Are Endorsed by McCall's Magazine, Amer. Research & Testing Laboratories and by leading Carpet Mills & Furniture Makers

•

What Dealers Say:

Langdon Lawson: National advertising is tops, creates leads. In September, working alone, jobs totaled $1,475.

R. C. Blue: Customer called a prominent competitor. They said they could not clean her badly soiled furniture . . . to contact me, "if anyone could get it clean, I could"

Charles Randal: Business keeps growing. Made as much as $120 in one day.

D. Kern: Duraclean's proven-best process and the continuous help from headquarters gave me a big jump on all competition.

George Byers: For University, my total billing was $2,416. Total expenses $814.

Gerald Weihrauch: Three persons called me saw Duraclean advertised in magazines.

Edward Hoy: A smoke damage insurance claim bill was $186. All work was done by me in exactly 8 hours and 2 minutes.

John Hoak: I've never worked at anything I enjoyed more than Duraclean.

W. C. Smith: Earned $650 one week. Volume keeps getting bigger.

Service man for dealer **C. Weed:** Furniture was filthy black. When through, I was amazed how clean.

John E. Frost: First 2 months I grossed $1,000 part-time.

Loren Farris: I'm proud to be independent at 30. I wish I had known about Duraclean earlier.

Earl Davis: Our sales increased $17,660 this year.

Ed. Kramsky: In 2 years, I now have two assistants, a nice home and real security for my family.

Resale Service

If, because of illness, moving or for any reason a dealer wants to sell, we maintain a service to locate buyers and to help him sell.

Dealerships resell at up to 10 times the dealer's cost. R.D.K., after 5 months, sold for $2,000 above his cost. L.L., after 30 months, got $7,116 more than he had paid. The value of your dealership and franchise **grows monthly.**

FREE BOOKLET tells how to Start Your Own Business

With no obligation, we'll mail you a letter and 24 page booklet explaining this business . . . how and why your income grows . . . how we help finance you.

Then decide if this opportunity fulfills your dream of independence and a much **bigger income.**

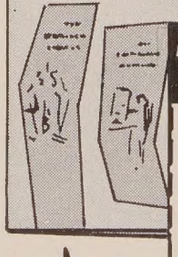
Your location should be taken tomorrow . . . so mail coupon **today.**

Find Out with NO OBLIGATION

The Duraclean Route to Success

in a dynamic business of your own

What it can mean to you



Mail this coupon TODAY

It may put you in business

Duraclean Co., 4-70 N Duraclean Bldg., Deerfield, Ill. 60015

With no obligation, mail letter with 24 page illustrated booklet explaining how I can increase my income and family security with a Duraclean Dealership.

Name_____

Address_____

City_____ Zone____ State_____

NOW THRILL TO THE GREATEST WESTERN ADVENTURES EVER WRITTEN

—In magnificent, matched volumes you'll be proud to own

ALL 3 of these exciting WESTERN STORIES by ZANE GREY

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The raw beauty and vast silence of the Plains—the whole colorful epoch of the pioneer! Against this backdrop a mysterious rider and the girl he loves *gamble their lives in the winning of the West!*

As you read this great adventure, you'll see why it's the most popular Western ever written! Read by over 2 MILLION. Made into 4 thrilling motion pictures!

THE LONE STAR RANGER

"The Rangers mean law and order for Texas," Buck Duane's uncle tells him. "Kill a man and you're ruined. If you resist arrest, they'll shoot you. If you submit, you'll mebbe *hang!*"

But Buck *has* to kill Cal Bain. So he rides away toward the Rio Grande—to find refuge in that wild borderland country that is still untamed.

CAPTIVES OF THE DESERT

"Man, you're crazy . . . ridin' after them thievin' varmints *without a gun,*" High-Lo told John Curry. His words died on his lips. Standing before them were the very two gunslingers Curry had sworn to run out of the territory! "Ride one step closer," they warned, "and you'll be feelin' some *hot lead!*"

All the Glory of the Old West — Its Sweeping Action, Color and Romance — Recaptured in Beautiful Volumes Your Family Will Be Proud to Own

IMAGINE! ALL 3 Western thrillers described above are yours *for only $1.00* — to introduce you to the magnificent matched library series of Zane Grey "Golden West De Luxe Editions."

You'll be swept away by the colorful action, the breathtaking thrills, the blood-tingling excitement! You'll come face-to-face with heroic men and women . . . ruthless desperadoes and outlaws . . . the roar of blazing six-guns!

Here are the other rip-roaring Zane Grey Westerns in this magnificent library series:

THE THUNDERING HERD. The glorious days of the fearless Texas hide-hunters.

WILDFIRE. A wild stallion, a fiery girl — and a man who tamed them both!

ARIZONA AMES. His blazing six-shooter spread terror among the toughest badmen!

SHADOW ON THE TRAIL. Quick-shooting Wade Holden fights with rawhide-tough rustlers.

ROGUE RIVER FEUD. Violence and death on Rogue River, where men stopped at nothing!

DESERT GOLD. Spine-tingling adventures of men and women crazed by the lure of riches.

WEST OF THE PECOS. This hard-riding straight-shooting young man turns out to be a *girl!*

THE MAVERICK QUEEN. Where men make their own laws with flaming guns — blazing action over a woman the vigilantes want to *lynch!*

CALL OF THE CANYON. Smashing drama of death and danger!

30,000 ON THE HOOF. Pioneer Huett battles screaming Indians and lawless rustlers.

Other great volumes include: WILD HORSE MESA; THE VANISHING AMERICAN; FIGHTING CARAVANS; THE HASH KNIFE OUTFIT; THE MYSTERIOUS RIDER; TWIN SOMBREROS; THE HERITAGE OF THE DESERT; WESTERN UNION; UNDER THE TONTO RIM; ROBBERS' ROOST; SHEPHERD OF GUADALOUPE; THUNDER MOUNTAIN; TO THE LAST MAN; THE MAN OF THE FOREST; many more Zane Grey classics! All complete — not a thrilling word is cut!

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